

The Mining Journal

AND COMMERCIAL GAZETTE.

No. 161.—Vol. VII.]

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[PRICE 6^d.]

SHARES IN VALUABLE BRITISH MINES, REVERSIONARY INTERESTS, ANNUITIES, ETC.

MR. C. WARTON begs to announce, that the **NEXT PERIODICAL SALE**, by Auction, of the above description of property, will take place at the Auction Mart, opposite the Bank of England, on Thursday, the 18th of October next, at Twelve o'clock, and will include **SHARES IN SEVERAL FLOURISHING MINES**, of the first class for investment, and others which are rapidly approaching maturity, and yielding at present good dividends; also several valuable reversionary interests in the funds, shares in public companies, railways, &c. Particulars are preparing, and may be had, six days prior to the sale, at the Auction Mart, and of Mr. C. Warton, Auctioneer and Estate Agent, 38, Threadneedle-street, London.

Mining Office, 12, Pancras-lane, London, Sept. 8, 1838.

MR. KIRKMAN begs to inform his friends that he shortly intends visiting the principal Mining Districts in the county of Cornwall, and will be glad to receive instructions for the purchase or sale of any description of Mineral Property or shares in working Mines.—N.B. Mines inspected and accurate surveys and reports, by competent mine captains, procured.

LEAD MINES IN THE COUNTY OF ARGYLE.—To be LET, and entered on immediately, the valuable and extensive **LEAD MINES** situated at **STRONTIAN**, in the county of Argyle. The works have been drained to a considerable depth by a cross level of about 230 fathoms in length. By continuing a great work on the course of the vein, a vast field of interesting and successful speculation will be opened up, as the present appearance is very encouraging. The vein extends along a mountain range of several miles in length, and forms three distinct mining districts, but its hidden treasures are incalculable. A good road communicates with the great public lines of the county, and with Loch Sunart, at a distance of three miles. The blast furnace, crushing mill, and other works, are conveniently situated, and abundantly supplied with water. It is confidently anticipated that, under judicious management, these mines, from the many advantages they possess, will give a handsome return with a small outlay of capital. Application to be made to the proprietor, Sir James Miller Riddell, Bart.; or to the factor on the estate, residing at Strontian, Argyshire.

TO BE SOLD BY PRIVATE CONTRACT, 65-128th Parts or **SHARES** in that valuable **COPPER and TIN MINE**, situated in the Parish of **Perranzabuloe**, in the County of Cornwall, called

TRURO CONSOLS.

Communications addressed (free of postage) to the manager, Capt. WILLIAM JOMAS, Polgine and Condurrow Mines, Camborne; or to the pursuer, Mr. W.M. SLOW, Truro, will receive immediate attention.

The above mine has been partially worked for the last two years, by means of an level, which has been driven on the course of one of the lodes, upwards of sixty fathoms; this lode varies in size from two to four feet, and contains a beautiful blue soft spar, malleable, and copper ore, several tons of which have been sold. The lodes of the mine, as far as it has been seen below the adit level, and according to the opinions of the most respectable and practical mine agents in the county of Cornwall, fully warrant the erection of a steam-engine immediately. There are several other lodes of tin and copper, which are in the sett, and can be intersected at a trifling expense. This mine is situated in a well known and confirmed mining tract, and the lodes are parallel to the celebrated mines of Great St. George, and Lead Leisure, which have produced so much riches, and in a similar strata of sand. The above shares are offered to the mining interest in consequence of the inability of several shareholders to prosecute the mine in a proper manner.—Any other particulars may be had by application to Capt. JULIAN on the mine. Dated Truro Consols Mine, Sept. 5, 1838.

CORNWALL.

PREMPTORY SALE OF THE MANOR OF TOWAN BLISTRA, WITH THE TOWN, PIER, AND HARBOUR OF NEWQUAY, MINERAL DUES, &c.

MR. TIPPETT has received instructions to offer for **SALE**, by **AUCTION**, at the Red Lion Hotel, in the Borough of Truro, on Thursday, 25th day of October next, at Three o'clock in the afternoon precisely, the **FEE-GRANT and INHERITANCE** of and in that highly valuable and improving **MANOR OF TOWAN BLISTRA**,

situate in the several parishes of St. Columb Minor and Crantock, in the county of Cornwall, comprising nearly the entire and flourishing **TOWN OF NEWQUAY**, with wards of One Hundred Acres of Orchard, Arable, Meadow, and Pasture Land, the highest state of cultivation, immediately surrounding it, and upwards of twenty Acres of valuable Sheepwalk, which might, from the facilities afforded by contiguity to the sea for manure and sea-weed, be converted, at an easy expense, into arable land; together with the **NEWQUAY PIER**, and all Dues and taxes payable on Fish, Goods, and other commodities imported to and exported from, with the Anchorage payable on all ships and vessels entering within the harbour of Newquay; also the **MINERAL DUES** arising from that excellent vein and Lead Mine, called the **"NEWQUAY MINE"**, now in course of working by a spirited and respectable company.

Newquay is situate on the northern coast of Cornwall, between Padstow and St. Ives; the adjacent coast is rocky and dangerous, and the late proprietor of the manor erected, at an expense exceeding £10,000, a commodious and spacious pier—inclosing an area of nearly four acres, and accessible at all tides to vessels of 700 tons burthen. The manor embraces more than three miles of sea-coast, extent, over which the lord possesses the absolute dominion. And, in the last session of Parliament, an Act was obtained securing the speedy and certain payment of the pier dues, anchorage, &c.

A railroad from Newquay to Trissilian-bridge, and from thence to Truro, has been projected; its feasibility is admitted by all practical men, and its utility and advantages are obvious to all acquainted with the locality. It would unite the northern and southern channels—render a voyage round the dangerous coast of Land's End (which, during the winter season, is often impracticable, and always tedious) unnecessary—and substitute a safe and certain

CONVEYANCE BY RAILROAD.

about fourteen miles, for a dangerous and uncertain voyage of thirty-three miles. This desideratum is at length likely to be accomplished, as a highly respectable company propose applying to Parliament in the next session for an Act billing them to effect this object. The various advantages which must thereby accrue to the Lord of the Manor cannot be too highly estimated.

The pier-dues now calculated at £190 per annum **WOULD SOON REALISE 500 A-YEAR!** and the rental arising from the land and houses now in possession, amounting to upwards of £400 a-year, would be proportionally increased. Newquay, too, is celebrated for the salubrity of its air, and its healthy and invigorating sea-breezes, and wants only the facilities which a railroad would introduce, to render it one of the most favoured and delightful resorts in the county. The pier is intersected by **VEINS OF LEAD ORE**, richly impregnated with **SILVER**. One mine is now in the course of working, with the most cheering prospects of success, and is distant only five miles from the celebrated Lead and Silver mine of "Wheal Rose," whence the late Sir Christopher Hawkins, Bart., obtained enormous profits. Upwards of £500 a-year are now held in leases for years, and for years determinable on lives, at moderate conventional rents, and the present value of the mine of £130 a-year, is NOW HELD ON A SINGLE **TE, EIGHTY-SEVEN YEARS OF AGE.**

The auctioneer begs in conclusion to add, that to the capitalist, the miner, and merchant, the property which he now submits to public competition, combines the present advantages with **IMMENSE AND CERTAIN PROSPECTIVE NEFT** THAN ANY PROPERTY that has been disposed of for many years in the county, and he earnestly invites their attention to it.

This valuable property is not sold in one lot, it will be offered in parcels. Particulars, with lithographic plans of the Pier and Harbour, may be had twenty days previous to the sale, at the Angel Inn, Helston; Union Hotel, Penzance; Royal Hotel and Selley's Hotel, Falmouth; Oliver's Hotel, Bodmin; Polkinn's Hotel, St. Columb; Webb's Hotel, Liskeard; and the other principal Inns of Cornwall; at the New London Inn, Exeter; and the Royal Hotel, Plymouth; of William Carrivick, Newquay; Messrs. Adlington, Gregory, Faulkner, and Pollard, Bedford-row, London; at the office of the auctioneer, Truro; and of Messrs. Begg and Hocking, Solicitors, Truro. Sept. 12.

IN CHANCERY.

STEEL. Between **JOSEPH SYKES**, and Others, Complainants: and

RICHARD EDWARDS, Defendant.

MESSRS. JOSEPH SYKES and SONS, of Hull, having

ascertained that I, the undersigned Richard Edwards, of Catterbach Works, near Stourbridge, in the county of Worcester, had used one of

Marks of the house of Joseph Sykes and Sons, denominated **(D)** by having

the same mark impressed upon Steel manufactured by me, the said Richard Edwards, from iron not vend by the said Joseph Sykes and Sons, they, in the

month of February last, filed their Bill in Chancery against me, in order to restrain

by injunction, from stamping on any iron the said mark; also from converting

steel any iron so marked, or any imitation thereof, except such as was genuine

ish iron, imported by Messrs. Joseph Sykes and Sons; also from manufacturing

any bars of steel from iron not being genuine Swedish iron, imported by

Messrs. Sykes, sold by them marked as aforesaid, and also from selling any steel

or such spurious iron marked as aforesaid, Whereupon his Honour the

Chancellor granted an order for an injunction to issue, in the terms prayed in the

order, and on the third day of March last, Her Majesty's High Court of

of INJUNCTION issued against me accordingly, and the same is still in force.

I am now satisfied that I had acted in error in using the said Messrs. Joseph Sykes

Son's Mark, I proposed to them to make this acknowledgment thereof, which

should be at liberty to insert in such public newspapers as they shall think

proper, at my expense, and that I should also consent to the aforesaid injunction

being perpetual against me and my servants by Her Majesty's High Court of

Chancery, which proposal Messrs. Sykes and Sons have acceded to, and such in-

SOUTH AUSTRALIAN COMPANY.—BANK OF SOUTH AUSTRALIA.—The directors RECEIVE DEPOSITS OF MONEY in London, for which they GRANT LETTERS OF CREDIT, or drafts at thirty days' sight, on their banks, either at Adelaide or Kingscote, payable in cash or notes, at the holder's option. They will also forward bills upon the colony for collection by their banks, and transmit the proceeds to England. Apply at the company's offices, 19, Bishopsgate-street-within, London. EDMUND WHEELER, Manager.

N.B. Parties remitting from South Australia can have drafts upon London, also upon all the chief Australian or other Asiatic ports.

LONDON AND BIRMINGHAM RAILWAY.—The Public are informed that this RAILWAY IS NOW OPEN, for the Conveyance of Passengers and Parcels, Private Carriages and Horses, throughout the WHOLE DISTANCE between

LONDON AND BIRMINGHAM.

PASSENGERS' FARES FOR THE WHOLE DISTANCE.

By mail carriages, carrying four inside 32s. 6d. Night Train.
By first-class carriages, carrying six inside 30s. 0d.
By second-class carriages, enclosed 25s. 0d.
By second-class carriages, with open sides 20s. 0d.
The fares for the intermediate distances are in the same proportion, and the particulars may be obtained (together with all other information) on application at the company's stations.

The times of the trains conveying the mails are fixed by the Postmaster-General, under the powers of Act 2d Vic., cap.

TIMES OF DEPARTURE.

| UP TRAINS. | | DOWN TRAINS. | |
|------------|------------------------|--------------|-----------------------|
| From | Trains. | From | Trains. |
| Wolverton | 6 1/2 a.m.—Mixed | Wolverton | 7 a.m.—Mixed |
| | 7 a.m.—Mixed | | 8 a.m.—First |
| | 9 1/2 a.m.—First | | 9 a.m.—Mixed |
| | 12 1/2 p.m.—Mixed | | 11 a.m.—First |
| | 2 p.m.—First | | 2 p.m.—Mixed |
| | 4 1/2 p.m.—First | | 4 p.m.—Mixed |
| | 5 1/2 p.m.—Mixed to | | 5 p.m.—Mixed to |
| | Wolverton only | | Wolverton only |
| | 11 1/2 p.m.—Night mail | | 8 1/2 p.m.—Night mail |
| Birmingham | | London | |

SUNDAYS.

| From | Trains. | From | Trains. |
|------------|------------------------|-----------|-----------------------|
| Wolverton | 6 1/2 a.m.—Mixed | Wolverton | 8 a.m.—Mixed |
| | 8 1/2 a.m.—First | | 11 a.m.—First |
| | 11 1/2 p.m.—Mixed | | 5 p.m.—Mixed |
| | 11 1/2 p.m.—Night mail | | 8 1/2 p.m.—Night mail |
| Birmingham | | London | |

N.B.—The booking of passengers is discontinued at Denbigh-hall.

The trains marked with an asterisk (*) are in conjunction with those of the Grand Junction Railway, sufficient time being allowed in Birmingham for refreshment.

Arrangements have been made with the principal country coach proprietors for the establishment of branch conveyances to and from the railway stations and the neighbouring towns, and the Midland and Northern Counties and North Wales; and information may be obtained, and places secured, by such branch coaches at the following offices, viz.:

Spread Eagle, Gracechurch-street.
Cross Keys, Wood-street.
Swan-with-two-Necks, Lad-lane.
George and Blue Boar, Holborn.
Spread Eagle, Regent-circus.
Golden Cross, Charing-cross.

And where also parcels will be received on behalf of the railway Company.
By order, R. CREED, } Secretaries.
C. R. MOORSOM, }

NEWCASTLE AND CARLISLE RAILWAY.—The TRAINS will, in future, START at the undermentioned hours:—

NEWCASTLE.

FROM REDHEUGH TO CARLISLE.
Train, with passengers and goods, at 8 past 5 morning.
Train, with passengers only, at 9 morning.
Train, with passengers and goods, at 1 past 1 afternoon.
Train, with passengers only, 5 afternoon.

FROM REDHEUGH TO HAYDON-BRIDGE ONLY.

Train, with passengers and goods, 10 minutes past 6 evening.

ON SUNDAYS.

REDHEUGH TO CARLISLE.
Train, with passengers only, calling at all the stations, at 7 o'clock morning, and 5 o'clock afternoon.

An Omnibus will leave 50, Westgate-street, to meet the Trains, as usual, at Blaydon, half an hour before each of the above named times of starting from Redheugh, except for the short train for Haydon-bridge.

A Steam-boat will leave the Railway Wharf, 66, Close, to join the Train at Redheugh, fifteen minutes before each of the above named times of starting from Redheugh.

CARLISLE.

FROM CARLISLE TO NEWCASTLE.
Train, with passengers and goods, at 8 past 5 morning.
Train, with passengers only, 9 morning.
Train, with passengers and goods, at 1 past 1 afternoon.
Train, with passengers only, 5 afternoon.

FROM CARLISLE TO HALTWHISTLE ONLY.

Train, with passengers and goods, 15 minutes before 6 evening.

ON SUNDAYS.

FROM CARLISLE TO NEWCASTLE.
Train, with passengers only, calling at all the stations, at 7 o'clock morning, and 5 o'clock afternoon.

* * The mixed trains will call at all the stations.

The first class trains will call at the following places only, viz.:

Blaydon
Wylam
Hexham
Stockfield
Corbridge
Haydon Bridge
Haltwhistle
Rose Hill (for Gilsland)
Milton (for Brampton)
Wetheral

GOODS CONVEYED WITH SAFETY AND DISPATCH.

N.B.—Goods to or from Newcastle or Carlisle, to be sent by the railway, will be CALLED FOR, upon sufficient notice being given at the depots, and will also BE DELIVERED to the parties in either town to whom they may be addressed, according to the mode heretofore practised by the common carriers.

Railway Office, Aug. 1, 1838. JOHN ADAMSON, Clerk to the Company.

CHELTEMHAM & GREAT WESTERN UNION RAILWAY.

CONTRACT FOR WORKS.

Notice is hereby given, that the directors will meet at their office, in Cirencester, on Tuesday, the 16th of October next, at Twelve o'clock, to receive TENDERS for the following works:—

CONTRACT NO. 1.—CIRENCESTER DIVISION.—The excavation and formation of all the earthwork, and the construction of all bridges, culverts, and other masonry, and the entire completion (except the laying of the permanent rails) of that portion of the Cirencester Branch extending from a point within a field marked "Twenty-nine" in the Parliamentary plan, in the parish of Cirencester, to the road "No. 7," near the windmill, in the parish of Kemble, being a distance of about three miles and seventy chains.

CONTRACT NO. 2.—CIRENCESTER DIVISION.—The excavation and formation of all the earthwork, and the construction of all bridges, culverts, and other masonry, and the entire completion (except the laying of the permanent rails) of that portion of the main line, extending from a point at or near to the proposed junction with the Cirencester Branch, in a field marked "No. 9," in the parish of Kemble, to a point in the field marked "No. 38," in the parish of Minety, being a distance of about four miles and ten chains.

Plans and specifications of the above works may now be seen, and printed forms of tender obtained at the railway office, in Cirencester.

The directors do not consider themselves bound to accept the lowest tender; and they expect the parties to attend at the office at One o'clock, on Tuesday, the 16th of October.

Cirencester, Sept. 11. A. MERRICK, Sec.

GLASGOW, PAISLEY, AND GREENOCK RAILWAY.

CONTRACT FOR BLOCKS AND SLEEPERS.

The directors of the above company will meet at their office, in Cathcart-square, Greenock, on Friday, the 12th day of October next, at Twelve o'clock, to receive TENDERS for supplying the company with 20,000 STONE BLOCKS, and 10,000 SLEEPERS of LARCH or OAK. Further particulars, with a specification of the size of the Blocks and Sleepers, time and place of delivery, &c., may be had by applying to the office in Greenock. No Tender for a less quantity than 500 Blocks or Sleepers will be received.

By order, MARK HUISE, Sec.

Railway office, Greenock, Sept. 17.

GLASGOW, PAISLEY, AND GREENOCK RAILWAY.

CONTRACT FOR WORKS.

The directors of the above company will meet at their office, in Cathcart-square, Greenock, on Friday, the 12th day of October next, at Twelve o'clock, to receive TENDERS for the following Contract:—

No. 4, FINLAYSTON CONTRACT.—To make and maintain the railway, with all the excavations, embankments, bridges, culverts, drains, ballasting the way, &c., from a stake on the east side of Robert-street, Port Glasgow, to a stake at the commencement of the Bishopston Contract, at East Bank, being a distance of four miles within twenty-seven yards, or thereabouts.

Plans and specifications of the above contract will be ready for inspection at the Office, in Greenock, on and after the 22d inst.

Sealed tenders for the above contract, addressed to the Secretary, must include the names of the two proposed sureties.

The directors do not bind themselves to accept the lowest tender.

By order, MARK HUISE, Secretary.

Railway Office, Greenock, Sept. 17.

GREAT NORTH OF ENGLAND RAILWAY.—TO RAIL-

WAY CONTRACTORS.—To be LET, the FORMATION and COMPLETION of the several CONTRACTS named below, on that part of the line of the Great North of England Railway situated in the North Riding of the county of York, and numbered 5, 6, 8, 9, 10, 12, 13, 14, 15, 16, and 17, including all the excavations, embankments, culverts, bridges, drains, roads, fences, and all other works connected with the same.

Plans, sections, specifications, and conditions for executing the above works may be seen at the company's office, in Darlington, on and after Wednesday, the 12th day of September next ensuing, when contractors may obtain printed schedules and forms of tender; and no tender will be noticed unless made on the printed forms, with the blanks properly filled up.

Contract No. 5.—Commencing in the hamlet of Lazenby and parish of Northallerton, and terminating in the township and parish of Northallerton. Total length of this contract, 1 mile 4 furlongs and 3 chains.

Contract No. 6.—Commencing at the south end of No. 5, and terminating in the township and parish of Northallerton. Total length, 7 furlongs 3 chains.

Contract No. 8.—Commencing in the township and parish of Northallerton, and terminating in the township of Newsham-cum-Breckenbrough, in the parish of Kirby Wiske. Total length, 3 miles.

Contract No. 9.—Commencing at the south end of No. 8, and terminating in the township and parish of Thirsk. Total length, 1 mile 5 furlongs 9 chains.

Contract No. 10.—Commencing at the south end of No. 9, and terminating in the township of Carlton Miniott, in the parish of Thirsk. Total length, 1 mile 2 furlongs 3 chains.

Contract No. 12.—Commencing at the south end of No. 11 (which is already let), in the parish of Easingwold. Total length, 2 miles 1 furlong.

Contract No. 13.—Commencing at the south end of No. 12, and terminating in the township and parish of Easingwold. Total length, 2 miles 2 furlongs 6 chains.

Contract No. 14.—Commencing at the south end of No. 13, and terminating in the township of Tollerton, in the parish of Alve. Total length, 3 miles 3 chains.

Contract No. 15.—Commencing at the south end of No. 14, and terminating in the township and parish of Newton-on-Ouse. Total length, 2 miles.

Contract No. 16.—Commencing at the south end of No. 15, and terminating in the parish and township of Overton, on the north bank of the river Ouse. Total length, 4 miles 6 chains.

Contract No. 17.—Commencing on the south bank of the river Ouse, in the township and parish of Nether Poppleton, and terminating in the township and parish of Accomb. Total length, 1 mile 6 furlongs 8 chains.

Sealed tenders for any of the above contracts, and addressed to the secretary, will be received at the company's offices in Darlington, till Tuesday, the 25th day of September instant. The directors will meet at the same place on Tuesday, the 24th day of October next ensuing, to let the contracts, when parties tendering, or persons duly authorised by them to be in attendance. By order,

J. MILLER, Secretary.

Great North of England Railway office, Darlington, Aug. 29, 1838.

MANCHESTER AND LEEDS RAILWAY.—CONTRACTS

FOR WORKS.—The Directors of the Manchester and Leeds Railway Company will MEET at their offices, 9, Brown-street, in Manchester, on Monday the 26th day of November next, at one o'clock, p.m., to RECEIVE TENDERS for the undermentioned contracts:—

CHARLESTOWN CONTRACT.—To make and maintain the railway, with all the excavations, embankments, tunnels, bridges, culverts, drains, fences, and gates complete, including the laying and ballasting the permanent way and sidings, and furnishing the necessary blocks (but exclusive of wooden sleepers, rails, chairs, and fastenings); commencing at the termination of the Mill Wood contract, about five chains to the east of the road to Castle Clough, and terminating at a point about one and a half chain east of the crossing of the Rochdale Canal, near Hebden Bridge, being a distance of about two miles and twenty-nine chains.

MYTHOLMROYD CONTRACT.—To make and maintain the railway, with all its works in like manner, from the termination of the Charlestown contract to a point about two chains to the west of the road to Wheatley Ryod, being a distance of three miles and eighteen chains.

LUDDENDEN CONTRACT.—To make and maintain the railway, with all its works in like manner, from the termination of the Mytholmroyd contract to the junction with the Sowerby contract, being a distance of about one mile and sixty-three chains.

RAISTRICK CONTRACT.—(Time extended).—To make and maintain the railway, with all its works, in manner similar to the foregoing, from the termination of the Luddenden contract, in Strangestrey Wood, to the junction with the Cooper Bridge contract, at Bradley Wood, being a distance of about two miles and seven chains.

Drafts of the contracts, with plans and specifications of the works, will be ready for inspection at the Engineer's Office, Palatine Buildings, Hunt's Bank, Manchester, on and after the 31st day of November next.—Printed forms of tender may be had after the above date, at the office, in Manchester, and no others will be attended to.—The tenders must be delivered at the Railway Office, 9, Brown-street, in Manchester, at or before ten o'clock in the forenoon, on Monday the 26th of November, under a sealed cover, addressed to the chairman, and endorsed "Tender for Works," and the parties tendering, or persons duly authorised by them, must be in attendance at the time of meeting.

Two parties whose tender is accepted will be required to enter into a bond, with two sureties, for the due performance of the contracts, in a penalty of not less than 10 per cent. upon the gross sum contracted for; and the names of the proposed sureties are to be specified in the tender. The directors will not bind themselves to accept the lowest tender.

JAMES WOOD, Chairman.

Manchester and Leeds Railway Office, 9, Brown-street, Manchester, September 14th, 1838.

BRITISH AND COLONIAL TRUST AND ASSURANCE

COMPANY.

OFFICE.—No. 444, West Strand.

Capital £500,000, with power to increase it, in shares of £50 each; £5 per share Deposit.

PATRON.—His Royal Highness the Duke of Sussex.

TRUSTEES.

The Rt. Hon. The Earl of Thanet. The Hon. Chas. Thomas Clifford.

The Rt. Hon. The Earl of Lovelace. The Chief Remembr. of Ireland.

The Rt. Hon. Lord Yaux. John Wright, Esq.

The Rt. Hon. Lord Lovat. James Kiernan, Esq.

Charles Weid, Esq.

DIRECTORS.

P. H. Abbott, Esq. W. Hutt, Esq., M.P., Chairman.

H. H. Bagshaw, Esq. William Hood, Esq.

M. I. Bloom, Esq. James Irving, Esq.

E. Darrell, Esq. Jacob Kiernan, Esq.

R. G. Gwynne, Esq. Jacob Montefiore, Esq.

Rowland Hill, Esq. R. S. Palmer, Esq.

Henry Young, Esq.

PHYSICIAN.

Dr. Thos. Nelson, 37, Wimpole-street. J. F. Palmer, Esq., 38, Golden-square.

ACTUARY AND SECRETARY.—Alexander Jamieson, LL.D.

BANKERS.—Messrs. Wright and Co., Henrietta-street, Covent-garden.

SOLICITOR.—William Witham, Esq.,

OPENING OF THE LONDON AND BIRMINGHAM RAILWAY.

On Monday last the complete line of railroad from London to Birmingham was opened; the first train started from the Euston-square station at seven o'clock, having in the carriages the proprietors of the undertaking and their friends. It was said in Birmingham that they accomplished the whole journey in four hours and a half. The next train, which was open to the public, left Euston-square station at ten minutes after eight o'clock, but did not get fairly under weigh with the steam engine until twenty-five minutes past eight, and reached Birmingham at two minutes before two. Watford was reached in thirty-eight minutes from the Euston station. The train halted there three minutes. Tring was reached in seventy-three minutes, and the train halted four minutes and a half. Wolverton, the first new station, was reached by twenty-eight minutes past ten, then the train halted twenty-five minutes. At this place a great crowd of persons were assembled, and preparations were made for a rural feast and celebration of the opening of the line. Roade was reached at seventeen minutes past eleven, and the train stopped ten minutes at this station. Weedon at seven minutes to twelve o'clock, and Rugby at half-past twelve. The train stopped here eight minutes. Coventry was reached at six minutes past one o'clock, and here the train remained for fifteen minutes. The next place was Birmingham. The portion of the line just opened, from Denbigh-hall to Rugby, appears to be equally good with any other part of the road. It is in this division of the road, shortly before entering Rugby station, that the trains pass through Kilsby tunnel. It has been asserted that this tunnel fell in during the boring of it, but it is not the case. It is one of the most extraordinary pieces of road in the whole line. The length of this tunnel is 2400 yards in length, and does great credit to the skill of Mr. Foster, the engineer, by whom it has been completed. It does not appear that any accident whatever occurred on the road; indeed, so excellent were the arrangements, that the possibility of accident was provided for in every way that could be imagined. The road passes through six of the most beautiful counties of England—Middlesex, Hertfordshire, Buckinghamshire, Bedfordshire, Northamptonshire, and Warwickshire, and through a line of country abounding with fine prospects, historical recollections, and antiquities. The road is crossed by numerous bridges, all of excellent workmanship, and some of considerable elegance. One of the principal places through which that part of the road which was opened for the first time passes is Weedon. This place is sixty-seven miles from London. The Roman Watling-street comes close to it, the railroad of 2000 years ago. It was a place of some importance in the time of the Saxons, as it is recorded that Wulfhere, one of the kings of Mercia, built a palace here, which was afterwards converted into a nunnery by his daughter Werburga. From the railroad the traveller looks down upon the barracks of the town, which are very spacious, containing an hospital, parade, &c. This extensive depot is, as a military establishment, not surpassed by any in the kingdom: it is capable of receiving 200,000 stand of arms. A great quantity of warlike stores and artillery are generally deposited here. The Grand Junction Canal communicates with the storehouses, and close to them the railroad passes. The Grand Junction Canal is carried across the valley by means of a very noble embankment on the left. The village, on the right of which the square tower of the church may be seen, is Flowe; it is beautifully situated in the valley. From the summit of the hill above Weedon may be distinguished Fawsley-park, the seat of Sir C. Knightley. The house is one of the finest specimens remaining of the manorial residences of the old English gentry. It stands in an extensive park, abounding with enormous trees, and filled with deer. At Dodford, which is a little beyond Weedon, the labourers held a *feet* in honour of the day. There were nearly 800 persons assembled, enjoying themselves in various ways; their festivity and good humour greatly enlivened the scene. The most beautiful town, or rather city, on the whole line is, however, Coventry. The spires of St. Michael's church, 300 feet high, of the Holy Trinity, and of the Grey Friars, are the great ornament of the neighbourhood, and are seen to great advantage from the road. There is a splendid station here, with staircases of stone, and every accommodation for the landing and departure of travellers. Taking this line of road as a whole, it is one of the most stupendous undertakings of modern times, and will ultimately lead to results of which it is difficult to foretell the extent. Human labour and human ingenuity appear to have outstripped even the operations of nature.

The stations are fixed, as you proceed from town, at Harrow, distant 11½ miles; Watford, 17½; Boxmoor, 24½; Berkhamstead, 28; Tring, 31½; Leighton, 41; Wolverton, 52½; Roade, 60; Blisworth, 63½; Weedon, 69½; Crick, 75½; Rugby, 83½; Brandon, 89½; Coventry, 94; Hampton, 100½; Birmingham, 112½. The distance of some places is not so great as that here set down, but any fraction of a quarter of a mile is permitted by the Railway Act to be charged for as a full quarter of a mile. The periods of arrival at the successive stations will, according to the ordinary rate, be as follows:—At Watford, fifty-three minutes past eight; Tring, thirty-five minutes past nine; Wolverton, thirty-eight minutes past ten; Blisworth, eleven minutes past eleven; Rugby, ten minutes past twelve; Coventry, forty-two minutes past twelve; Birmingham, thirty-seven minutes past one p.m. A mixed short train starts from Wolverton for Birmingham at seven a.m. The first full-length mixed train leaves London at nine a.m.; the first mail at eleven a.m.; the mixed short for Wolverton at five p.m.; the night mail at half-past eight p.m. Of the Sunday trains, the first mixed leaves London at eight a.m.; the first mail at eleven a.m.; the mixed short for Wolverton at five p.m.; the night mail at half-past eight p.m. The first week-day mail from London reaches Birmingham at thirty-seven minutes past four p.m., the night mail from London reaches Birmingham at forty-four minutes past two a.m. The mails will travel at the same rate. Of the trains proceeding from Birmingham to London, the first, which is mixed, starts at seven a.m., arriving in London at fourteen minutes past one p.m.; the first mail starts at half-past eight a.m., and arrives at seven minutes past two p.m.; the second mixed starts at half-past twelve p.m., and arrives at forty-four minutes past six p.m.; the first (a) at half-past two, arriving at seven minutes past eight p.m.; the first (b) at half-past four p.m., arriving at seven minutes past ten p.m.; the mail at half-past eleven p.m., arriving at forty-four minutes past five a.m.; a mixed short train leaves Wolverton for London at forty-five minutes past six, and arrives at forty minutes past nine a.m. Of the Sunday trains up, the mixed short leaves Wolverton at forty-five minutes past six, and arrives at forty minutes past nine a.m.; the first mail leaves Birmingham at half-past eight a.m., and arrives at seven minutes past two p.m.; the first full length mixed leaves Birmingham at half-past one, and arrives at forty-four minutes past seven; the night mail leaves at half-past eleven p.m., and arrives at forty-four minutes past five a.m.—Those trains marked with asterisks are in conjunction with those of the Grand Junction Railway, sufficient time being allowed in Birmingham for refreshment. The times at which the mail trains start are fixed by the Postmaster-General, under the powers granted by the statute 2 Vir. c. 1.

The fare for one person from London to Birmingham or back by the four inside carriages by day, or the first-class, six inside by night, is 1l. 12s. 6d.; by the second class carriages, open by day, which is the cheapest, it is 1l. 7s. The intermediate fares are 1l. 10s. and 1l. 5s. From London to Harrow, the highest fare is 2s., and the next 1s. 6d. There is no middle charge. The soldiers' fares and the rates of parcels are not yet fixed.

[FROM A CORRESPONDENT AT BIRMINGHAM].

Birmingham, Monday Evening, Sept. 17.

OPENING OF THE LONDON AND BIRMINGHAM RAILWAY.—The promised opening of the intermediate portion of the railway between Rugby and Denbigh-hall took place, according to announcement, this day, and, as might be expected, created a good deal of interest and bustle amongst the inhabitants of Birmingham. The first train (being of the second class), that from Wolverton, arrived at the Birmingham station-house at a quarter to ten o'clock, having performed the distance (59 miles and three-quarters) in two hours and three quarters, half an hour under the time allowed by the company's regulations. This was the first train for the conveyance of passengers that ever passed through the celebrated Kilsby tunnel (one mile and a half in length), and the passengers describe it, from its shafts, as much more pleasant in the transit than those of a shorter length. As this train came only from Wolverton, it was much lighter than those which subsequently arrived from London. The station from which the Wolverton trains take up passengers are Roade, Blisworth, Weedon, Crick, Rugby, Brandon, Coventry, Hampton, all of them places, with the exception of Coventry, of very small population, and from which, except supplied by tributary coaches from the surrounding country, few passengers could be expected.

Soon after twelve o'clock, an emission of smoke announced the approach of a special train, conveying a number of the directors and officers of the company, amongst whom were—Mr. R. C. Glynn, chairman; Mr. Calvert; Mr. Stephenson, the engineer; Mr. Berry, contractor for locomotive; Mr. Ceed, secretary; Mr. Baxter, &c. His Royal Highness the Duke of Sussex, suite, and two carriages were conveyed by this train from Euston-square to Rugby, and appeared throughout the whole of the journey to be highly delighted with railway travelling.

The train left Euston-square at fifteen minutes past seven, but did not take on locomotive until twenty minutes past. It arrived at Tring station at twenty-five minutes past eight, where there was five minutes' delay. Arrived at Wolverton sixteen minutes past nine, where the directors alighted and changed engines. The train arrived at Rugby at eleven o'clock, where the Duke of Sussex and his suite alighted and proceeded by carriage to the station. Birmingham at three minutes past twelve, having performed the distance, including stoppages, in four hours and forty-eight minutes, and the journey, in four hours and fourteen minutes. This is unquestionably the shortest time in which the journey between London and Bir-

mingham has ever been performed, being upwards of two hours less than the time occupied by Marshal Soult and attendants a few weeks ago.

The speed at which the directors' special train proceeded, being considered no test of the rate at which a numerous train of heavy carriages would be able to travel the same journey, considerable anxiety was manifested by the directors and company in attendance, as to the time the first class train, which left London at eight in the morning would arrive. The directors brought word that in all probability it would be a heavy train, and such it proved to be. The table of hours of arrival and departure stated that it would arrive in Birmingham at thirty-seven minutes past one; and precisely at a quarter to two, eight minutes after it became due, it arrived at the station. The train consisted of sixteen first-class carriages and mails, and four gentlemen's carriages, and must in the aggregate have conveyed at least upwards of 200 passengers. The success of this, the first journey, throughout the entire line, gave unequivocal delight to all persons who witnessed the arrival of the train, and the bustle of so large a number of passengers alighting from the carriages and mixing with friends and spectators added greatly to the interest and excitement of the scene. The passengers generally spoke in the highest terms of the comfort and speed with which they had performed the journey; the only delay being on the new and unsettled part of the road between Rugby and Denbigh-hall. As soon as time had been allowed for the transfer of the passengers from the carriages of the London and Birmingham to those of the Grand Junction, those whose destination was Manchester or Liverpool proceeded forward, and would, in the ordinary course of travelling on the latter line, after leaving London at eight in the morning, arrive at Liverpool or Manchester at half-past six o'clock the same evening.

It will be in the recollection of most of our readers, that the Act of Parliament for this work was obtained in 1833, after considerable opposition, occasioned solely by this mode of travelling being then so little known and understood. The works were commenced in June, 1834, and proceeded as expeditiously as the extreme difficulty and nature of them would admit. The whole line had been projected by Mr. R. Stephenson, whose talents as an engineer are too well known to the public to require any further comment on them. The directors having had the greatest confidence in him, immediately placed this important work under his able management, and the result has fully realised their most sanguine expectations. A portion of the line, from London to Denbigh-hall, was opened in the autumn of 1837, and another portion, between Birmingham and Rugby (a distance of twenty-one miles), was opened in April last. The line between Rugby and Denbigh-hall presented the greatest difficulties of construction—we allude to the deep cutting called the "Blisworth cutting," which, though not the largest work of the description on the line, has, from the character of the material, been by far the most expensive and arduous. The Tring cutting contains a greater cubic content, but this material being entirely chalk, less difficulty was experienced in the execution than in the Blisworth, which consists chiefly of hard blue limestone, belonging to the volitic series of rocks, and which yielded throughout all seasons large quantities of water, which it was necessary to drain, by pumping. The working of the rock in this cutting was rendered more difficult and tedious than it otherwise would have been by the strata of rock being interstratified by these beds of blue shade, which being impervious to water, rendered every means of drawing off (except that of pumping) unavailable. The Blisworth excavation contains 1,200,000 cubic yards, averaging fifty feet deep, for two miles in length. About 400,000 have been removed from each end to form adjoining embankments, which reach the height of forty-five feet at the highest point. The remaining 400,000 have been raised up the steep side of the excavation, and deposited on the adjoining lands, forming what are termed spit banks. The cost of this work has been 200,000l., and is believed to be the largest excavation of the kind ever executed.

The Kilsby-hill was, if possible, more formidable than the last mentioned work, for while the proceedings were impeded by bad material and enormous quantities of water, the means for overcoming them were confined within the narrow limits of a tunnel. Shortly after the shafts and preliminary works were organised, an extensive quicksand was discovered, which made it apparent that additional means, beyond those already contemplated, were requisite. Extra shafts were sunk, and four powerful pumping engines were erected, which continued to pump from the quicksand for six months, with scarcely a day's intermission, at the rate of 1800 gallons per minute. By these means the difficulty of tunnelling in the sand was reduced, but still the operation was one of extreme difficulty and danger. The tunnel is 2400 yards in length, or nearly a mile and a half, twenty-five feet wide, twenty-eight feet high, and is ventilated by two large shafts, each sixty feet in diameter, one 120 feet deep, the other 90 feet. The means of tunnelling thus employed by Mr. Stephenson afforded greater facilities for ventilation going on more perfectly. They appear to have answered their object most effectually, for in a few minutes after an engine and train has passed through, the vapour is carried up the shafts, and the tunnel rendered so clear that the other end may be distinctly seen. It has cost upwards of 300,000l.—about three times what it would have done had the casualties and difficulties been of an ordinary character. The line of railway has eight tunnels, which are nearly of similar dimensions, and passed through with impunity and without annoyance. The Wolverton viaduct is one of the most important bridges on the line. It is erected over the Ouse and Tow, near Stony Stratford. It consists of six semi-elliptical arches, each sixty feet span. The roadway is elevated fifty feet above the natural surface of the ground. It is (with the exception of the cornice and coping, which are of stone) composed entirely of brick. The aggregate amount of excavation required on the London and Birmingham Railway is about 15,000,000 of cubic yards, being equal to an average of upwards of 120,000 cubic yards per mile. To form an idea of the rapidity of the execution of this work, we may divide the whole period—say four years—by the number of miles, and we actually find that the average rate of progress has been one mile a fortnight since the first commencement of this undertaking.

The entrance of the London terminus, Euston-square, is formed by a propleum (used by the ancient Greeks as the chief entrance to their cities), consisting of four Greek Doric columns, eight feet six inches in diameter, and forty-two feet in height, two in front and two in the rear, with a gate at the angles of the building, surmounted by a Doric entablature and pediment; forming, altogether, a height of seventy-two feet. On either side of the entrance are four lodges, serving as offices for the establishment. The effect of the entrance is most striking, from its magnitude and simplicity of design. Mr. Philip Hardwick is the architect.

The terminus at Birmingham resembles that of London, only possessing greater accommodations for the directors and officers of the company, as well as refreshment-rooms for persons travelling by the railway.

LONDON AND SOUTHAMPTON RAILWAY.

Monday, the day on which the London and Birmingham Railway was opened to the public for the whole distance, was also the day fixed by the directors of this company for a trip to the Winchester station, near Murrell-green, preliminary to the public opening of this portion of the line, which will take place about a week hence.

The party started from Nine Elms at half-past one o'clock, and reached the Woking station (twenty-three miles) in forty minutes; there they halted for a short time, and then proceeded at a steeper pace along the new works. The country through which these pass is very picturesque, and owing to the great preponderance of embankment over-cutting, the traveller has a good panoramic view of it. One of the embankments is near five miles in length, probably the longest on any line of railway. The party reached Winchester shortly after three o'clock, and were met there by a large assemblage of the neighbouring gentry and rustics. The presence of the fair sex, a band of music, and a fine day, made the scene a very gay one. The Winchester station is an important one, being half way to Southampton, and coming close upon the great south-western road, about seven miles from Basingstoke. Here the party stopped some time to inspect the works, which are all but finished, and then proceeded to dinner at the Wellesley Arms, Murrell-green, where they were joined by several of the landed gentlemen of the neighbourhood, who have nearly all been promoters of or well-wishers to the undertaking.

Amongst the company were Sir Lowry Cole, Mr. Shaw Lefevre, M.P., Mr. Fyfe Palmer, M.P., Mr. Bainbridge, Lord George Beauchamp, Major Brown, Sir Claudius Hunter, Mr. Burgess, Rev. Messrs. Warren and Harriett, &c. &c.

The chairman of the company, John Easthope, Esq., M.P., presided at a superb dinner, provided by Mr. Webb, and the good cheer provoked some after dinner oratory, wherein the speakers expressed themselves well pleased with the progress of the work, which will in a few days enable them to reach London in an hour and an half, instead of four to five hours, the time now occupied by the coaches or in posting. The party broke up about eleven o'clock, and the directors returned to town by railway on the following day.

STEAM CARRIAGES ON COMMON ROADS.—We are glad to hear that the time is fast approaching when the steam carriages on common roads will compete with the railway. Carriages of this description have been travelling with success in Ireland. They are the invention of Sir James Anderson. From the great pains bestowed in lowering and improving the public thoroughfares throughout the kingdom, notwithstanding the extension of railroads, we have no doubt this desideratum has been confidently anticipated by the Government. Sir James Anderson is convinced he can convey passengers and goods at fourteen miles an hour.

GOLD MINES OF AMERICA.—The value of gold taken from all the gold mines of the United States for the last ten years, is estimated at 30,000,000 dollars.—*Falmouth Packet*.

PROCEEDINGS OF PUBLIC COMPANIES.

MANCHESTER AND LEEDS RAILWAY COMPANY.

The half-yearly meeting of the shareholders of this company was held at the York Hotel, Manchester, on Monday last.

JAMES WOOD, Esq., in the chair.

The CHAIRMAN, in opening the business of the day, read the advertisement conveying the meeting, and observed, that on former occasions like the present, he had felt it his duty to make a few observations; but they had now arrived at that state that he was quite sure it would only be a loss of their time for him to make any remarks at all that day. The report, which would be laid before them, was so correct and so full as would more than compensate for any observations he could make, and he should at once call upon Mr. James Heald to read the report.

Mr. JAMES HEALD, one of the directors, then read the following REPORT.

The directors of the Manchester and Leeds Railway Company meet the proprietors on this occasion with feelings of satisfaction, both with reference to the present state of the works, and the future prospect of the undertaking. It is their wish, on such occasions as the present, to assist the proprietors in forming a correct estimate of the state of the company's proceedings, by imparting whatever information is requisite for the purpose; considering, as they do, that the principal object of these reports is to enable the shareholders to judge how far the progress of an undertaking so large and responsible as the formation of a railway, of more than fifty miles in extent, passing through a district of a peculiar character, some portions of which have been twenty months in operation, agrees with the original prospectus, and promises to issue in its full realisation. Impressed with the importance of this view of the subject, as well as the magnitude of the design, the directors have recently inspected the operations in progress on the line between Manchester and the summit tunnel, a distance of about 16½ miles; and they can, therefore, bear personal testimony to the immense quantity of work which has been already done throughout that portion of the line, the particulars of which is more fully detailed in the engineer's report. It may be sufficient, therefore, to state, that although the operations have been necessarily retarded by an unusually severe winter and spring, and the extreme wetness of the summer, yet the works from Manchester to the summit tunnel inclusive, are all in a satisfactory state; and the engineer entertains a confident expectation that the line, not to Rochdale only, as stated in the last report, but to Littleborough also, the point of junction between the Blackstone Edge and Todmorden Road, being opened in the month of May next. The requisite number of locomotive engines for working this portion of the line have been contracted for, and are to be delivered two months previous to the opening; and the directors can also state, that, after a careful inspection of the carriages now in use on the most important lines of railway, they have issued a specification for carriages combining the most recent and improved arrangements, and have received tenders from respectable coach-builders, to furnish a sufficient number within the required time for opening the first portion of their railway.

The other parts of the works are proceeding satisfactorily. Contracts have already been made for 37 miles of the line, 34 miles more are proposed to be let this day, and the contracts for the remaining 9½ miles are to be let on the 25th November next. During the present year, therefore, the entire line may be expected to be in the course of execution; and it is hoped, should nothing unforeseen occur, will be opened to the public within the year 1840.

These contracts have been let at such prices as will remunerate the contractors, and, at the same time, ensure their hearty co-operation in bringing the works to a speedy and satisfactory termination. The directors consider it due to the contractors to state, that their exertions generally have hitherto been commendable, while some of them have displayed an uncommon degree of energy in the prosecution of their labours.

The purchasing of land still continues to engross a great portion of time, and the duties consequent upon it have become very onerous, a great portion of it being in the hands of small proprietors; besides which, the amount of tenant-rights, in various important manufacturing establishments, involves, in many instances, a still more valuable consideration than the land itself.

The principles which the directors first laid down for their guidance, and to which they referred in their last report, continue to regulate their negotiations with landowners; and whenever fair and reasonable terms have been offered, the directors have not failed to conclude the purchase. It has, notwithstanding, been found absolutely necessary, during the last six months, to give notices for juries to many landowners, to assess the value of their respective properties, and in most instances this measure has been successful; but in seven of the cases the interests of the shareholders required the intervention of a jury, and the directors are happy to state that the results have fully justified that course of proceeding, as may be inferred from the fact that the demands made by the landowners, who obliged the directors to resort to this tribunal, amounted to 146,448l., while the sum awarded was 45,620l.

The directors have now arranged to give the contractors immediate possession of the land purchased; and as the remaining portion required for the purposes of the railway is now comparatively in a very limited number of hands, they have no doubt of obtaining possession in sufficient time for the remaining contracts to be let in November. Connected with this subject, the directors deem it their duty to state that they have encountered an uncalled-for and vexatious opposition from the trustees of turnpike roads, and other parties, who have instituted several Chancery suits, materially impeding, and their confidence remains unshaken in the ultimate success which must crown so important and legitimate a measure. The vast population which exists on each side of this railway, as well as in its immediate vicinity, and on which account this company claimed in its original prospectus an advantage superior to that possessed by any other, is not diminishing, but increasing. The same remark will apply also to the views which the directors entertain of its importance as one of the great commercial railways of this immense district, associating it not only with the surrounding neighbourhoods, but through other lines with which this railway communicates, the entire commerce of the manufacturing districts, and the eastern and western seas.

That the directors, however, may not be considered as speculating upon the future, rather than reporting the past, they will cite the experience of the principal railway companies now in operation, as it is set forth in their respective reports, recently issued, in proof of the immense advantage of railway travelling to the country in general, and therefore to the proprietors in particular, by the great increase of passengers, exceeding, in some instances, three or four times the number of ordinary conveyances.

This fact is fully confirmed by the case of the Bolton and Bury Railway, to which the directors will confine themselves, as it furnishes the nearest parallel to their own with respect to the Rochdale and Littleborough portion of the line, which is intended to be opened early in the next year. The number of passengers conveyed upon the Bolton Railway has amounted, on some days, to nearly 1600, and averaging, from the commencement to the 6th inst., 1134 per day; while the number travelling by ordinary conveyances, previously to the opening of the railway, did not exceed 420.

The directors conceive also that they cannot do better than introduce here, as a further illustration of the views which they have just stated, as well as a fact which they have to report, that, in addition to the branch railways to Halifax and Oldham, and for which applications to Parliament are intended to be made the next session, arrangements are in progress, in concert with the directors of the Liverpool and Manchester Railway Company, for forming a junction, as adverted to in the last report of that company. The advantages which must necessarily result to the mercantile and manufacturing community, as well as to both companies, from such a project, are so obvious, that the directors feel assured it is unnecessary to do more than merely to state the fact, in order to secure for the measure the cordial concurrence of the shareholders. Such a connexion would supply the only link at present wanting to form a continuous line of railway connexion between the ports of Liverpool and Hull, and would enable the traffic to pass between those two important towns without the necessity and expense of any removal.

The directors are now able to report, that they have concluded contracts for the remaining iron rails, chairs, and fastenings, for the entire length of the railway, at an average price of 10 per cent. below the Parliamentary estimate.

With reference to the financial condition of the company, the directors have always considered that they should best promote the real interest of the proprietors by completing the railway at the earliest practicable period; and with such a proprietary they never doubted that the rapid calls, which in consequence it would be their duty to make, would be responded to with alacrity, and their expectations have not been disappointed.

The directors have great satisfaction in announcing, that the calls have been paid with extraordinary punctuality; that all of them up to and including the third have been paid on the whole 13,000 shares (except one small lot in dispute between buyer and seller), without the directors having had recourse, in a single instance, to any legal measures, in order to compel payment. The directors beg also to state, with respect to the subsequent calls, that nearly four-fifths of them were paid within a few days of their becoming due, and the remaining portions have been regularly flowing in since that time. These unusual circumstances the directors adduce with pleasure, as they evince the surest test of the strength and high respectability of the proprietary, and afford at the same time a legitimate subject for mutual congratulation.

The expenditure for the half-year ending the 30th of June last, and also up to the present time, has been in a much greater ratio than at any former period; the future calls, therefore, will be required as fast as the act of incorporation allows them to be made, in order to continue the present vigorous prosecution of the entire works, and the directors entertain no doubt that their efforts to accomplish this desirable object will be cheerfully seconded by the proprietors at large.

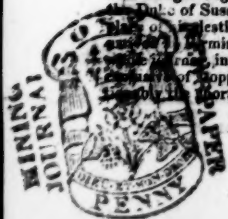
The directors have availed themselves of the powers vested in them by the special general meeting, held on the 21st June last, to borrow money on mortgage of the railway and tolls; they have already accepted considerable sums at 4 per cent. interest, and the directors will continue to exercise those powers in such a manner as they consider will be most beneficial to the proprietors.

Mr. JELLCOISE, the secretary, then read the half-yearly statement of accounts, from which it appeared that the total receipts on account of capital, up to the 30th of June last, were 415,006l. 18s. 9d. The total expenditure, 342,156l. 16s. 1d. Leaving a balance in hand on that day of 72,850l. 2s. 8d.

Mr. HEALD also read the engineer's report, which was upon the whole highly satisfactory, and expressed the most confident hope that the works would be completed by the time specified in the various contracts.

The resolutions agreed to, will be found in our advertising columns.

The report and accounts having been received, the CHAIRMAN introduced Mr. G. Stephenson, who, he said, was ready to give every information as to the line, in answer to any question which the shareholders might put to him.



Mr. M'Farlane asked Mr. Stephenson to give his opinion of the curves of this line.

Mr. STEPHENSON said, he believed the curves on this line were not worse, indeed they were better, than on many other lines—the smallest curve was about three-quarters of a mile radius. He had lately come from Scotland, where he had been taking a survey from Edinburgh to Glasgow, and he felt confident that this would be the best line to the east coast, and also the best to Edinburgh. There was no line so favourable as this to the North Midland line, and from thence by way of York, Newcastle, and Berwick-upon-Tweed, to Edinburgh. A full report of his survey would be out in a fortnight, and he was satisfied that this line would be the great line from Manchester to Edinburgh; indeed, Acts of Parliament had been got for a line from Newcastle to Edinburgh, therefore the less capital would be required to form a communication with Edinburgh and Glasgow. It was some distance round to go to Glasgow by way of Edinburgh, but, a line being formed there, there would be great traffic that way.

The CHAIRMAN said, he was exceedingly glad that Mr. M'Farlane had asked the question as to the curves of this railway. He had travelled from Carlisle to Newcastle on a railway recently opened; and when he looked at the curves on it, and compared them with those on their own, he felt the greatest satisfaction. Those curves were short in the extreme; indeed so short, that he could hardly have given credence to it, and he should be glad if Mr. Stephenson could tell them the shortest curve on that line, as it appeared to him some of them were not more than twenty-five chains.

Mr. STEPHENSON said, they were some of them less than twenty chains, which was a quarter of a mile, and he believed some of them were not more than a hundred yards.

The CHAIRMAN said, notwithstanding the smallness of those curves, he was bound to say the journeys on it were performed with great rapidity and regularity. It was nine o'clock when he left Carlisle, and he was told that he would be at Newcastle, a distance of sixty miles, in three hours, and he was there at twelve precisely.

Mr. M'Farlane said, he looked upon Mr. Stephenson's observations with respect to Newcastle as important in another point. They knew the views he entertained with respect to joining railways; this strengthened his views, as there would be a communication in addition to that with Hull, and there was no doubt there would be a heavy freight between Newcastle and Liverpool, which was an additional inducement for the junction with the Manchester and Liverpool Railway.

A vote of thanks having been passed to the chairman, the meeting separated.—*Manchester Guardian.*

BRITISH TIN MINING COMPANY.

The half-yearly general meeting of proprietors of this company was held at the George and Vulture Tavern, on Thursday, the 20th instant, to consider the propriety of making a further call of 2s. 6d. per share, and also to elect three directors, in the room of those retiring.

J. BARCLAY, Esq., in the chair.

The advertisement convening the meeting having been read, The CHAIRMAN, in answer to a shareholder, said they had not been able to discover the numbers of the shares that were in default on the payment of the calls, but that they stood forfeited.

The statement of accounts since the last meeting was then submitted, from which it appeared that 7444. 16s. 9d. had been received for tin sold—the total amount of receipts was 15121. 8s. 7d., and the disbursements 13731. 1s. 3d., leaving 1391. 7s. 4d. in the hands of the company, which, with 351. paid in since the previous account was made up, made the total amount of available cash 1741. 7s. 4d., against which there were liabilities to the amount of 4981., leaving a debt against the mine of 3201.

Reports from the mining captains appointed to inspect the mine, and also from Captain Francis, were then read, and in which they all agreed in the uselessness of prosecuting the works in any part of the mine but that where the Trelver lodes run, the expense of proving which they estimated at about 7001. or 8001.

Mr. EARL said he had heard reports relative to this mine, from which he inferred that it was much richer than now represented to be—he considered there had been some trickery connected with the mine.

Mr. BIRDSYKE took the opportunity to observe, that he thought it was a ruinous speculation, and wished to advise that no further call be made; he had a friend who was willing to take the whole of the materials off the hands of the company, and he considered it was much safer to get what they could for them than to risk another call.

The CHAIRMAN wished them to take into consideration that the part of the mine they were now advised to try, had not hitherto been touched, and which was strongly recommended by the mining captains to be proved before abandoning the mine; they had spent 15,0001. upon the property, and the question was, should they give up that altogether, or endeavour to reclaim a part by advancing 2s. 6d. per share further? he thought that the mine might have a reasonable trial with one-half of what was named by the captains, and he wished to add that it would not be prudent for those who had a large stake in the company, and who knew and understood the situation of the mine, to allow those who had lately come into the concern, and were not so much interested in it, to overrule a measure that was of such vital importance; he, as chairman of the meeting, should move a resolution to the effect, "that a further call of 2s. 6d. be now made."

Some shareholders deprecated the idea of being called upon for a further instalment, and recited instances of the disastrous effects of advancing money under a fatal delusion—the deceased "Albion Copper," "British Copper," "Roche Rock," and "West Wheel Brothers" were named, where the fortunate shareholders, after paying call upon call, had in one happy instance received nippence, and in another two shillings and four pence per share, on the dissolution of the undertaking; in the others, the directors (from a desire to satisfy everybody, we presume) considering the amount left not worth the trouble of dividing among the proprietors, had consequently kept it for themselves; from these they thought they ought to learn experience, and not bury any further cash in the bowels of the earth. They at length, however, agreed that, provided the directors would return what was paid, if a sufficient amount was not forthcoming, that the call should be declared, which the directors agreeing to, the motion was carried by a majority of one.

The directors retiring having been re-elected, as also the auditors, the meeting adjourned.

BANK OF ENGLAND.

A general court of proprietors of bank stock was held on Thursday, T. A. CURTIS, Esq., (Governor), in the chair.

The minutes of the last court having been read, The GOVERNOR stated, that this was one of the quarterly general courts appointed by the charter, and also one of the half-yearly courts appointed by the by-laws for the consideration of a dividend. It was now his duty to inform the proprietors, that the court of directors having considered the state of the bank accounts, were of opinion that a dividend of 4 per cent. out of the issues and profits might with propriety be recommended. He should, therefore, move, "that this court agree to a dividend of 41. per cent."

Mr. S. HIBBERT wished to know from the governor, whether any portion of "the rest" had been appropriated to furnish the amount necessary for the payment of the dividend now recommended?

The GOVERNOR answered, that 34,0001. had been taken from "the rest," which was about 10,0001. more than the sum taken from "the rest" in the corresponding part of last year. He then put the question on the dividend to the court, which having been carried unanimously, he informed the proprietors that the dividend warrants would be delivered on Thursday, the 11th of October next.

Mr. FIELDER wished, before the court adjourned, to call the attention of the proprietors to a matter which he thought of considerable importance to their interests. He believed that it had been the practice for the governor or deputy-governor of the bank, after having filled those situations, to sell a portion of the stock which it was necessary for them to hold in order that they might be qualified for the office. The sum required for this qualification was 40001. bank stock; but no sooner had they retired from the office, than they reduced the amount of stock to 20001., the sum necessary to qualify them for the direction. He considered this to be an erroneous practice; and he thought that, looking at the respectability of the bank, and looking to other matters connected with the subject, it ought not to be continued. It was a practice calculated, in his opinion, to throw discredit on bank stock; which, he thought, the governor or deputy-governor should continue to hold as their "pet" stock in preference to all others. He hoped his suggestion

would be taken as frankly as he gave it. His only motive was to state his own opinion, and what he believed was the opinion of the public on the subject.

The GOVERNOR said, it undoubtedly was the practice of every governor, on quitting the chair, to reduce his qualification of 40001. bank stock to the direction qualification of 20001., thus putting himself on a level with the other directors. This was done because the court of directors did not wish to become jobbers in the stock. They had great opportunities of knowing what was going on with reference to monetary affairs, and might take advantage of the markets did they hold more, as directors, than the amount of stock which was required by the charter and by-laws; and the practice complained of was adopted solely from the wish of avoiding even the appearance of anything of the kind, in order that they might act for the benefit of the corporation alone, entirely apart from private or personal interest.

Mr. FIELDER meant merely to throw out the suggestion, leaving it to the court to deal with it as they pleased.

The GOVERNOR trusted that such a suggestion would never be acted on. After an observation from Mr. S. HIBBERT the conversation terminated, and the court adjourned.

SOUTH BRITISH COTTON COMPANY.

At a meeting held on Friday, the 14th inst., at the George and Vulture Tavern, St. Michael's-alley, Cornhill, convened by the following advertisement:—"Those who have been induced to possess themselves of shares in this company, are invited to attend a public meeting at the George and Vulture Tavern, St. Michael's-alley, Cornhill, this day, the 14th inst., at one o'clock precisely, for the purpose of considering the steps necessary to be taken, in order to ascertain the right of the self-nominated directors to make calls upon the public without furnishing satisfactory information respecting their proceedings;" and which advertisement has appeared for several days past in most of the London papers. The meeting was held accordingly, and was very numerous and respectfully attended. The following resolutions were then passed, against which there was only one dissentient voice:—

1st. That this meeting is of opinion that the directors, by their great exertions in promoting the interests of the company, have proved themselves deserving of the entire confidence of the shareholders. That the directors have entered into many valuable engagements, which from their nature and extent appear to this meeting fully calculated to yield an ample profit on the capital employed.

2d. That this meeting having heard the statements of several shareholders, are of opinion that the directors should have the liberty of proceeding in the manner which they may think best for the interests of the company, and also recommends to their brother shareholders the immediate payment of the call of 10s. And this meeting also express a hope that the directors will lay a statement of the affairs of the company before the shareholders at their earliest convenience.

3d. That the thanks of this meeting be given to the chairman, for his able and impartial conduct in the chair.

LONDON AND GREENWICH RAILWAY.—The number of passengers on this line, from the 15th of September to the 21st, was 32,898, producing (including amount for creek and footpath) 8771. 7s. 10d.

CARRIAGES ON RAILWAYS.—A serious inconvenience has, we hear, arisen out of railway travelling. The damage done to patent axles by the shaking of locomotion has, in some instances, actually disabled the carriages from afterwards moving. We have heard of one instance in which a gentleman found himself fast fixed, after having travelled some little distance from Denbigh Hall, and what made his case more unpleasant, no village blacksmith could be found to put the patent axles in order, so that several hours were lost before he could proceed. It is not necessary, however, to have patent axles, in order to sustain this sort of inconvenience. Every kind of carriage is liable to be injured by jolting, and one gentleman has assured us that his carriage-wheels were more injured in the painting by one journey on the railroad, than they would have been by several journeys in the common way.—*Birmingham Advertiser.*

BRIGHTON RAILWAY.—On Friday the French Government steamer, the *Papin*, arrived in our roads, having on board the Mayor of Dieppe and a party of French gentlemen (including one of the directors) interested in the intended railway communication between that place and Paris. The object of their voyage was to ascertain in what time the passage between Brighton and Dieppe could be performed. We understand that on this occasion it occupied eight hours and twenty-three minutes, but that they were perfectly satisfied it might be done in a much less time; indeed, there is no doubt whatever—as we are assured by those practically acquainted with these matters—that it may be done in six hours. Assuming this calculation to be correct, the whole distance between London and Paris may, when the line of railway is complete on both sides of the Channel, be travelled in the almost incredibly short space of twelve hours, a prospect which is fraught with considerations whose importance cannot be estimated at too high a rate. As we said last week, a new era of prosperity is thus opened to the town, and indeed to the nation; for England, and not Brighton alone, is interested in such a question as this.—*Brighton Gazette.*

LEIPZIG RAILROAD.—LEIPZIG, SEPT. 10.—On the 16th inst. the road opens from Leipzig to Dahlen, and from Dresden to Oberan, so that there will be forty-two miles in operation. The King went yesterday along the line, and came the whole distance from Dresden to Leipzig (seventy-five miles) in five hours and a-half. Up to the 31st of August 360,503 persons have travelled along the railway in 2964 journeys, or 122 per voyage.

THE MAIL-BAG BURNED ON THE RAILWAY.—The Manchester mail-bags, which left London on Saturday evening by the railway, were transferred, as of course, on the arrival of the carriages at Warrington, to the Manchester coach awaiting them. Immediately after their deportation, in consequence of the occurrence of a casualty, the cause of which has not yet been ascertained, the mail-bags were totally destroyed by fire, the mail-carriage was seriously injured, and the guard was burnt in the leg. It is conjectured that a spark from the funnel falling on the bags ignited the letters.

DREADFUL STEAM-BOILER EXPLOSION.—The viaduct foundry on the Manchester and Liverpool line of railway at Newton-on-the-Willows, the property of Messrs. Jones, Turner, and Evans, was, on Monday morning last, the scene of a dreadful and fatal steam-boiler explosion. Six persons are already dead from its effects, and four others are lying without the least hope of recovery. It appears that Messrs. Jones and Co. employ about 200 men, and in the course of their business use two steam-engines, one of sixteen-horse power and the other of eight, to drive the blast for the smiths' furnaces. Last week a new boiler was put to the eight-horse engine, and the foreman of the yard, Joseph Dangerfield, who superintended the erection of the boiler, resolved upon setting it in motion himself. It was tried on Saturday, and it was then found to work well. On Monday he was called by the watchman at five o'clock, and he immediately proceeded to light the fire and get the steam up in the boiler. He accomplished this task by six o'clock. At that hour the men came to work, and about ten or a dozen of them stood at the mouth of the furnace, anxiously waiting to witness the evolutions of the engine, which had been stopped for the purpose of attaching the straps communicating with the machinery of the foundry. This had been in part accomplished, when all of a sudden the steam and water burst through the flue of the boiler, and carried the contents of the furnace and part of the brickwork full forty yards from the building. The explosion was terrific. The bystanders and Dangerfield were carried as if by a gun-shot into a field of corn on the outside of the foundry palings. The palings were knocked down, and the corn levelled to the ground for full twenty yards distance. Three of the men were picked up quite dead. Their names are Joseph Dangerfield, Samuel Appleton, and George Fazakerley. John Dean was found on his knees praying to the Lord to have mercy on his soul; he lived until ten o'clock. Thomas Price was picked up insensible; John Parker was dreadfully mangled; William Wells, George Hough, William Dane, and Wilson, were also taken up dreadfully scalded and bruised. They were quickly attended by some surgeons and a physician from Newton and St. Helen's. George Hough and William Wells lived for a few hours only. Most of the sufferers are married men, with large families. We have since learned that a seventh sufferer has died; his name is Price, the father of a large family. No reason is assigned for the accident. The exterior of the boiler still remains perfect.—An inquest was held on the sufferers at the Bull Inn, on Tuesday, when, after several witnesses had been examined, the jury returned a verdict of "Accidental death, occasioned by the insufficiency of water in the boiler," upon which they found a dead end of 5s. The jury were of opinion that no blame was attached to Messrs. Jones, the manufacturers of the boiler.

STEAM NAVIGATION.

The communications with India, by way of Egypt, have been the subject of the annexed further correspondence between the East India and China Association and the Court of Directors of the East India Company:

"*Courier's-court, Cornhill, Sept. 11.*"

"SIR,—For the information of the East India and China Association, and through its medium of the public, I take the liberty of again addressing you, to inquire whether the recent arrival of the *Iberia*, from Malta, has brought any intelligence respecting the dispatch of the June and July mails from Bombay."

"It is understood that the *Semiramis* steamer had been sent by the Bombay Government with troops to the Persian Gulf, and that she carried a small packet of letters only from Bombay, of dates not later than the 2d of June, and which, having been dispatched by that route, reached Alexandria in August, and from the packet delivered this day from the *Iberia*. Also, that the only two steamers remaining in Bombay were not in a condition to carry the mails thence during the prevalence of the south-west monsoon, and, consequently, that no steamer would leave Bombay for Suez till the middle of October next. If this intelligence prove correct, there may be a very distressing interruption to the regular course of the mails from India, but as it is derived exclusively from private channels, I have respectfully to request you to lay before the Hon. Court of Directors the anxious wish of the East India and China Association, that some authentic information should be given upon this important subject, and to press upon the hon. court the necessity of providing fit and proper steamers for the regular transmission (independently of all contingencies) of the India mails for that portion of the voyage—namely, between Bombay and Alexandria, which was undertaken by the Hon. East India Company, and for the due performance of which duty that body stands pledged to the public under the arrangements made when the subject was considered in Parliament."

"I am, Sir, &c.,

"G. G. DE H. LARPERT, Chairman."

"James C. Melvill, Esq., Secretary, &c."

"*East India House, Sept. 19, 1838.*"

SIR,—I am commanded by the Court of Directors of the East India Company to acquaint you, in reply to your letter of the 11th instant, that the *Iberia*, lately arrived from Malta, did not bring any dispatches from the Indian Governments; that the Court are not in possession of any information respecting the dispatch of the June and July mails from Bombay; and that the Court were informed by the advices received here in the month of July last, that it was intended to dispatch the *Berenice* from Bombay to Suez as soon after the 20th of August as practicable.

"In reference to the last paragraph of your letter, I beg to remind the East India and China Association of the circumstances under which the arrangements for conducting the communication with India by steam were entered upon by the East India Company, as published in the evidence before the Select Committee of the House of Commons upon the subject in the month of July, 1837: it will be there seen that in order to meet the views and wishes of the public, the undertaking was commenced with an establishment of steam-vessels insufficient both in number and power, and that doubts were consequently entertained as to the possibility of maintaining a monthly communication until that establishment was increased; also that occasional disappointment during the prevalence of the south-west monsoon was fully anticipated."

"To overcome the difficulties which presented themselves, measures were immediately taken, and are now in active progress, both in India and in this country, towards the formation of an establishment of steam-vessels of size and power fully adequate to the services required in all seasons of the year, and the Court trust that so soon as those vessels become available, all cause for complaint of want of punctuality in the dispatch of the mails from India will be removed."

"I am, &c.,

"G. G. DE H. LARPERT, Esq., &c."

"JAMES C. MELVILL."

In connexion with this correspondence it is proper to observe, that a private letter from Bombay of the 1st June last states that the Government there had notified to the public, that a steamer would be dispatched from that port with the India mails of the 1st of July, if practicable, either to the Red Sea or to the Persian Gulf. Either this information is incorrect, or that of which the Court of Directors are put in possession by their correspondents is of a very imperfect kind. The prospect held out, however, in this letter, of greater regularity in the communications in future, and the complete fulfilment of the trust confided to them by Parliament, is satisfactory. With regard to the association of merchants who have taken the lead on this occasion, they have given another proof of the utility of such combinations, and are entitled to the thanks of the whole of the trading interest of the country. The example they have set, and the encouragement they have thus given to the formation of similar associations, are of still greater importance than the immediate service rendered in this instance.

THE GREAT WESTERN.—A feature of some moment connected with the steam communication of this country and the United States, especially as regards the *Great Western* steam-vessel, is the circumstance that the coals for the voyages of that ship were supplied from the mines in Nova Scotia belonging to the General Mining Association. The last voyage of the *Great Western* was performed with fuel from the mines at Pictou; and we are assured that they have answered beyond expectation, not only, it is said, on account of their superior quality, but in an economical point of view, for independently of the price being below the English coal, the quantity consumed, we are informed, is also considerably less. The facility of calling at the mines, and thereby saving the import duty on the coal in America, will probably become a new source of profit hereafter, and will, no doubt, greatly contribute to establish the competition necessary to keep up a regular line of steam-vessels throughout the year between England and the United States, which is so much desired by all parties connected by business or otherwise with America. However this may be, the very fact that the coals of Nova Scotia have been successfully used by the *Great Western* steam-vessel is a matter of much importance; and as the coals of the General Mining Association are procured in the utmost abundance, there is little doubt that the employment of them will tend to reduce the price of coals in this country. As nothing contributes so much to the well being of the poor as cheapness of fuel, it is of great importance that the coals of Nova Scotia should have answered the expectation formed of them, more especially as they are procured with facility, and exist in abundance.

TRANSATLANTIC STEAM SHIP COMPANY.—THE ROYAL WILLIAM AND THE LIVERPOOL.—We understand that Harold Littledale, Joseph C. Ewart, and Thomas Booth, Esqs., have been chosen as a managing committee of directors of the Transatlantic Steam Ship Company in Liverpool. The *Royal William*, Capt. Swinson, R.N., sailed on Thursday, at two o'clock, on her second voyage to New York. Every berth was engaged. Several berths are also engaged for the company's steam ship, the *Liverpool*, Capt. Fayer, R.N., which will sail on the 20th of October. Notwithstanding the accommodations afforded by the steamers, the packet ships continue to obtain a fair number of passengers.

PROPOSED SHIP CANAL FROM NOTTINGHAM TO GAINSBOROUGH.—On Tuesday week a highly respectable meeting was held at the Exchange Rooms, Nottingham, to take into consideration the question of forming a ship canal on the course of the river Trent, so as to make Nottingham accessible by vessels of larger burden than the canal barges, which are now the sole means of conveyance from Hull and Gainsborough. Resolutions in favour of the object were unanimously passed, and a committee appointed to consider the practicability of the undertaking.

FATAL ACCIDENT IN THE FOREST.—A young man named Richard James, went a few days since to the side of a quarry, near Bream, in Dean Forest, to speak to one of the workmen, just at the moment that an explosion was about to be made; he was desired to go further from the quarry, and did so, accompanied by one of the men—they were standing about fifty yards off when the explosion took place—one of the stones struck James on the back of his head, inflicting a severe wound, which rendered him senseless, in which state he continued for two or three days, and he died. An inquest was held before W. J. Ellis, Esq., and a verdict returned of "accidental death."—*Monmouthshire Merlin.*

COPPER MINE AT OSWESTRY.—A mine of copper in this parish, discovered a few months ago, is likely to turn out a most lucrative speculation. About fifty tons of the ore has been sold at a good price, and was last week carted down to the canal, to be conveyed away for smelting, by way of trial of its quality. Should it answer expectation, smelting works in the more immediate neighbourhood, will be brought into requisition.

GOLD IN GEORGIA.—A correspondent in Georgia, intimately acquainted with the gold mines there, informs us recently that, although the gold is of a very superior quality, averaging 940 to 1000, the deposit mines are nearly exhausted, and until labour in this country becomes redundant, it is doubtful whether the vein mines will pay the expense of working them.—*Sullivan's American Journal.*

PUBLIC COMPANIES.

MEETINGS.

GREAT WHEAL CHARLOTTE MINING ASSOCIATION.
The HALF-YEARLY GENERAL MEETING of the shareholders will be held at the George and Vulture Tavern, Cornhill, on Saturday the 20th inst., at Three o'clock precisely.
10, Lawrence Pountney-hill, Sept. 17.

TRELEIGH CONSOLIDATED COPPER MINES.—The ANNUAL GENERAL MEETING of shareholders will be held at the Company's office, 23, Threadneedle street, on Wednesday, the 3d day of October next, precisely at Twelve o'clock.
J. BAWDEN, Secretary.
September 17.

CALLS.

BRITISH TIN MINING COMPANY.—Notice is hereby given, that the shareholders, at a General Meeting held this day, having agreed to a further CALL of TWO SHILLINGS AND SIXPENCE per share, the directors do hereby make the said call payable at the office of the company, on or before the 2d day of October next, when the certificates are requested to be brought for indorsement.
WILLIAM CODNER, Secretary.
Adam's-court, September 20.

BORINGDON PARK MINING COMPANY.—The directors give notice, that conformable to the power vested in them by the 16th clause of the Rules and Regulations, they hereby declare FORFEITED all shares in the above company upon which the third call of Ten Shillings per share shall not have been paid on or before Monday, the 1st of October next.
S. CLARE.
2, White Lion-court, Cornhill, September 21.

GWINEAR MINING COMPANY.—Notice is hereby given, that the directors have come to the resolution of making a further CALL on the proprietors of ONE POUND per share, according to the power vested in them by the prospectus—which call of One Pound per share is to be paid to the bankers of the company, Messrs. Barnett, Hoares, and Co., 62, Lombard street, on or before Saturday, the 2d of September.
15, Great St. Helen's, 11th Sept.

HOLMBUSH MINING COMPANY.—The directors hereby give notice, that in accordance with the powers vested in them by the regulations endorsed on the scrip certificates, and at the recommendation of the Half-yearly General Meeting of the 30th ult., they have this day made a CALL of ONE POUND per share, payable at the banking-house of Messrs. Wright and Co., on or before the 6th of October next.—It is requested that the bankers' receipts and the scrip certificates may be brought to the office, that the payment may be endorsed thereon.—New Broad-street, Sept. 5.

ST. HILARY COPPER MINING COMPANY.—Notice is hereby given to the shareholders, that the bankers have been instructed not to receive any more money on account of the last call after the 1st of October next, the original period fixed for the payment having expired on the 25th of August.—N.B. All shares on which the previous calls remain unpaid have been FORFEITED to the company.—15, Great St. Helen's, Sept. 15.

TREVORGUS MINING COMPANY.—At an adjourned General Meeting of Shareholders, held this 14th day of September, 1888, the Committee appointed to confer with the Directors as to the best plan to be adopted for carrying into effect the means of raising a Capital necessary for prosecuting the Mines to a successful issue, presented their report, as follows:—

"That the directors be empowered to issue 2500 scrip receipts, of 30s. each, payable by three instalments of 10s. each, on the 10th day of October, the 10th day of January, and the 10th day of April now next ensuing, convertible into shares fully paid up on the payment of the last instalment, with a power of forfeiture vested in the directors, on default being made in the due payment of the second and last instalments, or either of them. That the preference for the new scrips be given to the existing shareholders in the company, *pro rata* to the number held by them in the original stock; and no portion of the new stock be offered to the public until the present shareholders shall have signified their assent to, or dissent from, taking them—fourteen days being allowed for that purpose, when the directors shall have the power to dispose of the surplus stock in such manner as to them shall be deemed expedient."

The above report having been read to the meeting, it was resolved,—"That the report be adopted, and earnestly recommended to the liberal consideration of the shareholders not present at this meeting, and that it be advertised in the 'Mining Journal,' and daily morning and evening papers."

TREVORGUS MINING COMPANY.—The shareholders are hereby informed, that the directors will receive applications for the NEW SCRIP, in accordance with the recommendation of the committee, and the resolution of the Adjourned General Meeting of proprietors, by letter, post paid, addressed to the Secretary, at the office of the company, on or before Saturday, the 29th instant.
By order of the Board,
C. F. KIRKMAN, Sec.
12, Pancras-lane, Sept. 15.

WHEAL GILBERT TIN AND COPPER MINING COMPANY.—Notice is hereby given, that at a Special General Meeting of the shareholders in the Wheal Gilbert Tin and Copper Mining Company, duly convened, and held at Pearce's Hotel, in the borough of Truro, in the county of Cornwall, on Saturday, the 8th day of September instant, it was unanimously resolved,—"That the said company be FORTHWITH DISSOLVED," and that at a second Special General Meeting of the said shareholders, duly convened, and held at Pearce's Hotel aforesaid, on Tuesday, the 15th day of September instant, it was unanimously resolved,—"That the above-mentioned resolution be adopted and confirmed, and that the said company be forthwith dissolved."

WESTERN MINING ASSOCIATION.
For the investment of capital in the purchase of shares in approved Cornish Mines. (Proposed to be incorporated by Her Majesty's Letters Patent.)
Capital £100,000, in 20,000 shares of £5 each. Deposit £1.
Subsequent calls not to exceed £1 per share in any one year.

DIRECTORS.
Philip Frith | Henry Aggs | Joseph Sterry, Jun.
Jonathan Barrett | William Chippendale | Russell Jeffrey.
AUDITORS.—John Poulter; Henry Sterry.
MANAGERS IN CORNWALL.—E. A. Croucher and W. Dymond, Penzance.
BANKERS.—Surrey, Kent, and Sussex Banking Company, 71, Lombard-street.
SOLICITOR AND SECRETARY.
Frederick Bankart, 34, Clement's-lane, Lombard-street.

This association was established about two years since, by a few individuals, for the purpose of investing capital in the purchase of shares in well-selected Mines in the county of Cornwall, in order to secure average profits with little fluctuation. It has hitherto been conducted on a small scale, but its constitution was framed with a view to its operations being extended, as soon as circumstances should render such a step desirable. That the time for such extension is now arrived, will be apparent from the fact, that, at the present moment, Mine shares may be purchased much under the lowest estimate of their value.

The directors are empowered, by their deed of settlement, to issue, in lieu of shares, scrip certificates, to any parties who may prefer them. These will render unnecessary the signing of any deed, but will entitle the holder to an equal participation of dividends to be received on the scrip; and scrip certificates may be converted into shares at any time by the holder executing the deed of settlement.

Confidential information respecting the property now held by the association, also of the purchases in contemplation of the present profits, and expected dividends, may be had by applicants for shares, at the office of the secretary, Frederick Bankart, 34, Clement's-lane, Lombard-street, to whom applications for shares (postage paid) are to be addressed.

It is a common occurrence in Cornwall for mines to be abandoned for want of funds, even when their further prosecution would be likely, in the opinion of most experienced miners, to be attended with complete success. Some of the richest mines now worked were thus prematurely abandoned by the ordinary adventurers, and the present companies reap the benefit of large sums expended by the former proprietors. Where while mines are not thus abandoned, shares are continually being given up to prevent the liability of further calls: in such cases the value of the materials on the mine is payable *pro rata* to retiring adventurers, but not until a year or two have elapsed. These shareholders would, therefore, naturally much prefer disposing of their interests to parties who would pay such value immediately. Shares in mines that are progressing quite as satisfactorily as was calculated on, when the adventures were commenced, but raising ore insufficient as yet to meet the expenditure, are often to be purchased much below their value, merely from inability in the holders to continue their advances, or on account of the general scarcity of capital.

Mines and shares in mines, now making and likely to continue to make handsome profits, may sometimes be purchased by parties on the spot, at prices much below what would be considered a fair value in London.

To make such opportunities of laying out capital available to parties at a distance from Cornwall, the means are afforded by the "Western Mining Association," under the direction of a Board in London, with managing agents in Cornwall, who attend to the company's interests in the conduct of the mines or shares of mines already possessed by the Association, as well as in the purchase of new shares. They, however, make no purchases except under instructions from the Board of Directors, to whom they forward the opinions of confidential and experienced miners on proposed investments. They are also precluded from being concerned in any other mine business whatsoever, and from supplying materials to any mine, except under peculiar circumstances, to be approved of, in writing, by the Board of Directors.

Besides purchasing shares, the Association is ready to treat for the exchange of the shares or scrip of the Association for mine shares; and the directors invite applications of this kind, being well aware that it is often for the interest of parties resident at a distance from the mines to exchange, at a low value, such property for shares in an Association like the present.

In conclusion, the directors would observe, that it is not the least valuable feature of this Association, that it is peculiarly calculated to lessen the risks attendant on mining; for, if it be true, as is generally admitted, that mining, as a whole, is profitable, notwithstanding many undertakings are, in the opinion of competent judges, hopeless from the beginning, and many hopeful ones are prematurely abandoned, it follows, that to invest capital in selected mine shares, with a view to an average profit, is a fair and legitimate undertaking; and as opportunities are continually presented of purchasing mines for the mere value of the materials upon them, after many thousands of pounds beyond such value have been expended upon the works—of which outlay the Association will reap the benefit—it may reasonably be anticipated that the average profit in this Association will be a high rate of profit; and experience proves that such has been the result in private companies based on similar principles.

THE FRENCH PATENT COAL COMPANY.

—Capital £100,000, in 10,000 shares of £10 each.—Deposit £1 per share.
DIRECTORS.
W. Chadwick, Esq.
J. Crawford, Esq.
J. Harman, Esq.
W. Nicholson, Esq.
G. P. Parkin, Esq.
T. B. Simpson, Esq.
A. Solari, Esq.
M. Wyatt, Esq.

BOARD OF CORRESPONDENCE IN PARIS.
Mons. Ganneron, Ancien President du Tribunal de Commerce, Deputé de Paris, &c.
Mons. Bernard de Rennes, Conseiller à la Cour de Cassation, Deputé, &c.
Monsieur Segnier.
Monsieur P. Hubert.

French Counsel—Monsieur Mangin, Avocat, &c.
Bankers—Messrs. Hankey, Fenchurch street.
Solicitors—Messrs. Roy, Blunt, Duncan, and Johnston, Liverpool-street, City, and Great George-street, Westminster.

The difficulty of obtaining an adequate supply of coal in France, and the high price of every description of fuel, have long been productive of great public and private inconvenience.

It is, therefore, proposed by this company to introduce a Patent Composition Coal, which is a cheap, efficient, and complete substitute for mineral coal, possessing all the advantages, without any of the objectionable properties, of ordinary fuel.

Patents, securing a monopoly of the manufacture for fifteen years in France, have already been obtained upon the most favourable terms.

Applications for shares to be addressed (post paid) to the Directors, at Messrs. Roy, Blunt, Duncan, and Johnston's, 10, Liverpool-street, City, and 19, Great George-street, Westminster; or at the Company's Offices, 34, Broad-street Buildings, Bishopsgate, or to the prospectus may be had.
34, Broad-street Buildings, Sept. 7.

PROSPECTUS OF

HANCOCK'S PATENT SAFETY STEAM-BOILER AND

LOCOMOTIVE-ENGINE MANUFACTURING COMPANY, for the manu-

facture of PATENT SAFETY BOILERS applicable to steam vessels and steam

carriages of all kinds, and improved locomotive-engines for railways and common

roads, secured by letters patent.

Capital £200,000, in 15,000 shares of £20 each. Deposit £2 per share.

The following are a few of the advantages of Mr. Hancock's inventions:—

The generation of steam with much less intensity of heat, and a consequent saving of fuel, with greatly diminished wear and tear of the boiler itself.

It is, therefore, independent of the engine, and may be detached therefrom, and placed by another boiler in the space of half an hour, and occupies much less space than any other boiler of equal power. Beyond this, it is absolutely safe, and free from the possibility of the awful dangers arising from explosion.

For the merits of Mr. Hancock's boilers, it is only necessary to mention that John Farey, Esq., one of the most eminent engineers of the day, bore testimony to their superiority over all others before a committee of the House of Commons (relative to steam carriages) in 1829, since which great improvements have been made by the patentee.

The liability of the shareholders will be limited to the amount of their shares, and as it is desirable to commence operations with as little delay as possible, the company will be considered formed as soon as one half the shares have been taken.

The deposit of £2 per share to be paid on the allotment. No call will be made of more than £2 per share, of which three months' notice will be given.

Applications for shares or prospectuses to be made to the directors (if by letter, post paid) at Messrs. Broughton and Meyrick's offices, 5, Falcon-square, Aldersgate-street.

LONDON CAOUTCHOUC COMPANY (Established by Act

of Parliament).—Warehouse, No. 36, King-street, Cheap-side, London.

The attention of the trade, merchants, and the public is invited to the undermen-

tioned articles manufactured by the company—viz:—

PATENT ELASTIC BANDS, for driving, machinery, &c.

ROPES, for Coal and other Mines.

WATERPROOF CLOTHS and **WATERPROOF GARMENTS**, of all descriptions, free from disagreeable odour. India rubber elastic webs for braces, ladies' stays, ladies' boots, belts, surgical bandages, horse rollers, saddle girths, &c. &c., stationers' rubber, sheet rubber for shoes, &c., waterproof paste for leather, &c.

WATERPROOF CANVAS, for tarpaulins, hammock cloths, cart tilts, rick cloths, tents, buckets, improved tubings, hose, &c.

The **PATENT ELASTIC BANDS**, for driving machinery, are particularly recommended to the notice of engineers, manufacturers, and others; these bands, both round and flat, of all sizes, will be found far superior to gut, leather, &c., owing to their greater durability, and to their effecting a considerable saving of power and a diminished wear and tear of machinery. Numerous testimonials of the important advantages of the Patent Elastic Bands from eminent practical men may be seen at the company's offices.

W. WARNE, Secretary.

THE PATENT SAFETY FUZE,

for BLASTING ROCKS in Mines, Quarries, and for Submarine operations.

This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonies to its usefulness with which the

Manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c. &c.

"I am very glad to hear that my recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuze; and I am quite willing that you should employ my name as evidence of this."

Manufactured and sold by the Patentees, BICKFORD, SMITH and DAVEY, Cambridge, Cornwall.

IMPERIAL SLATE COMPANY.

—Capital £100,000, in 10,000 shares of £10 each.—Deposit £1 per share.

COMMITTEE OF MANAGEMENT.

Major-General Sir P. Ross, G.C.M.G., K.C.H., Chairman.

The Hon. Colonel Pierce Butler, M.P. | Wm. Bald, Esq., F.R.S.E., M.R.I.A.

William Ellwand, Esq. | Nath. Ogle, Esq.

James Morgan, Esq. | William Wilkinson, Esq.

Resident Manager—Charles Scroope, Esq.

Bankers—Messrs. Wright and Co., Henrietta-street, Covent-garden.

Solicitor—T. G. Margary, Esq., Quality-court, Chancery-lane.

This company is formed principally for the working of very valuable slate quarries, most desirably situated on the banks of the Shannon, near Limerick.

The extent of the slate works, and that of the slate ground unopened, is very considerable. The royalties and lands already possessed by the company exceed 6000 acres, and the whole has been agreed for on most advantageous terms.

On the property are veins of copper of great promise; veins of lead, with the metal cropping out at the surface, have also been discovered on the upper part of the estate; and as great expectations have been held out to the committee from these, they will have them carefully examined, and if considered likely to be productive, have them judiciously prosecuted at once. The success which has attended all the copper and lead mines in Ireland, similarly situated, which have been properly worked, is very encouraging, but the directors will proceed with caution in all matters relating to mining.

Several engineers of eminence, and practical men of experience, have carefully examined these properties, and the profits anticipated from their calculations far exceed what the committee would take the responsibility of stating, yet with much confidence they can assure the proprietors that the slate works are not in any respect speculative; they have been long established—the quality of the produce is such as has entitled it to a decided preference. The slates have been approved of and ordered by architects, slate merchants, and builders of eminence in London, and they are directed by Government to be used in all their works in Ireland.

The harbours for shipment, the requisite houses, offices, railways, machinery, and other plant and materials for carrying on these works, are nearly complete, and are included in the purchase, so that profitable working can forthwith commence.

The establishment is encouraged by the Government, as bringing into profitable employment both capital and labour, and therefore may be considered as a great national undertaking.

The directors are bound not to enter into any contract or agreement, or engagement for the payment of any money beyond the amount in the hands of the bankers; therefore all responsibility is avoided, and, until a charter can be obtained, the scrip is left transferable to bearer, and no holder of scrip can be responsible beyond the amount paid on the shares held by him.

This company will be able to commence operations without delay, and the committee confidently expect that their profits will preclude any but comparatively trifling calls upon the proprietors, and by the best calculations they have been able to make for carrying on the works in a spirited and judicious manner, they feel justified in engaging themselves to make no further call for twelve months, and after that period only Ten shillings at a time, giving one month's notice.

The following are extracts from the reports of engineers of eminence, upon which the directors consider themselves justified in coming to the conclusion which they have, as to the profit to be derived from the working of these slate quarries.

Thomas Rhodes, Esq., civil engineer, reports as follows:—"The whole of these quarries are situated on the south-east bank of the river Shannon, on the side of a hill, and elevated above the surface of the water from 300 to 400 feet, and lie advantageously situated for conveying the slate by railroads and machinery at a small cost of about 3d. per ton, ready to be sent off in lighters or barges for Limerick, Dublin, &c., where they may be shipped off for distant parts of the world, besides supplying various towns along the banks of the Shannon, and the whole of the interior of Ireland. The extent of the slate rock in any of the several properties is almost inexhaustible, and may be worked for centuries. In most parts, particularly on Mr. Head's property, it crops out of the surface in a tolerably solid state, and by uncovering and opening it to the extent required, it might be worked at a comparatively cheap rate."

He says in another part—"There is a great demand for the slate, much more than they are in a condition to supply. The cleavage is good, the extent to which it may be worked is almost inexhaustible. I have no doubt the slates would meet with a considerable sale in England. There is every facility for working the quarries and producing slate to any extent."

And a joint report from Messrs. Rhodes and Owen, civil engineers, says—"Taking all the circumstances connected with these fine quarries into serious consideration, their situation, extent, capabilities of working, nature of leases, rice of labour, facility of shipping, and the daily increasing demand for these slates, we do with much confidence conscientiously recommend the parties for whom we are acting, to invest capital in this undertaking, as likely to afford them immediately a fair percentage on their outlay, and it will very soon become a most profitable investment."

Henry Scroope, Esq., reports—"As regards the quality of the material to be produced, I have no hesitation in stating that I consider the slate of this district fully equal to that of Mr. Pennant's Quarries, near Bangor. The quarries are, generally speaking, situated most favourably for the transmission of the slate to the Shannon, by means of inclined planes, and at a moderate expense. The situation is peculiarly favourable, affording every facility for a cheap and expeditious conveyance of the slate to the quay, where every convenience for the shipping of the same is to be found."

Maps, reports, and all documents can be seen at the company's office. Samples of the slates are also there and at Mr. North's slate yard, Stangate Wharf, Lambeth.

The company will receive orders for slates from wholesale purchasers, deliverable from 1st November next.

Application for the remaining shares to be made to T. G. Margary, Esq., Quality-court, Chancery-lane.

CIVIL ENGINEERING.—COURSES OF LECTURES IN

ENGINEERING, will be given at UNIVERSITY COLLEGE, in the course of the ensuing Session, every Saturday evening, from Seven to Nine.

Mr. DE MORGAN, Professor of Mathematics, will give Lectures and Prizes on the principal object of which will be to teach the application of Arithmetic to the results of Algebra and Geometry.

Mr. SYLVESTER, Professor of Natural Philosophy, will deliver an elementary course, principally on the Mechanics of Solid Bodies, and the doctrine of Heat, and their application to the Steam-Engine. The Lectures of Professor Sylvester will be given every Wednesday evening, from Eight to Ten.

By attending a course, or courses, of the Practical Chemistry of Professor GRAHAM, on Monday, Wednesday, and Friday, from Four to Five, the Civil Engineer will be exercised in the Manipulations of Testing and Analysing, especially as regards mineral substances used in the arts.

Either of these Classes may be attended separately. Prospectuses may be had at the Office of the College, and at Messrs. Taylor and Walton's, Booksellers to the College, Gower-street.

JOHN HOPKINS, Dean of the Faculty of Arts.

CHARLES C. ATKINSON, Secretary.

University College, August 27.

MANCHESTER AND LEEDS RAILWAY.—At a Meeting

of the Proprietors of the Manchester and Leeds Railway, held under the Civil

Act of Incorporation, at the York Hotel, King-street, Manchester, on Monday, the

17th day of September instant.

JAMES WOOD, Esq. (chairman of directors), in the chair,

The following resolutions were passed unanimously:—

Moved by LEWIS LOYD, Jun., Esq.; seconded by HENRY B. BENYON, Esq.—

1. That the report of the directors be received, and that their proceedings be approved of and confirmed.

Moved by WILLIAM HARTER, Esq.; seconded by THOMAS ASHTON, Esq.—

2. That the accounts up to the 31st day of June last be passed.

Moved by J. MACFARLANE, Esq.; seconded by LEOPOLD REISS, Esq.—

3. That the common seal of the company be affixed to the register of proprietors now produced.

William Grant, Esq., having been called to the chair.

Moved by JOHN MACFARLANE, Esq., and passed unanimously:—

That the best thanks of this meeting be given to Mr. Wood, for his efficient conduct in the chair.

JAMES WOOD, chairman.

LONDON ZINC WORKS AND ROLLING MILLS, Wen-

lock-road, City-road.—These Works being complete in every department,

dealers and consumers can be immediately supplied with all customary numbers of

first-quality Malleable Sheet Zinc. Any extra size or number rolled to order on

giving short notice. The attention of architects and builders is invited to

Mr. P. STEINKELLER'S PATENT ZINC SLATES FOR ROOFING,

particulars of which may be obtained on application to

Office, No. 11, Finsbury-circus.

JOHN BALL and Co., Agents.

STANDARD OF ENGLAND LIFE ASSURANCE COMPANY.

8, King William-street, City, and Regent-street, London.

CAPITAL—ONE MILLION.

DIRECTORS.

The Right Hon. THE EARL OF CAVAN.

Major-General Christopher Hodgson, E.I.C.

William Davis, Esq. | J. Cuthbert Joyner, Esq. | W. J. Richardson, Esq.

Laurence Dorgan, Esq. | Henry Lawson, Esq. | Frederick T. West, Esq.

William Gunston, Esq. | J. Barrett Lennard, Esq. | George Whitehead, Esq.

MUCH LOWER RATES OF PREMIUM THAN THOSE OF ANY OTHER

OFFICE. Hence an immediate and certain bonus is given to the assured, in

addition to the remote and contingent advantage, offered by some companies, of a

participation in their profits.

Liberal commissions are allowed to solicitors and agents.

Increasing rates of premium,—twenty years' scale:

Age. Annual Premium for £, payable during

First Five Years. Second Five Years. Third Five Years. Fourth Five Years. Remainder of Life.

15 £ s. d. £ s. d. £ s. d. £ s. d. £ s. d.

20 0 19 4 1 3 5 1 7 11 1 13 1 1 18 10

25 1 3 6 1 8 7 1 14 5 2 1 4 2 9 7

30 1 10 4 1 17 2 2 5 6 2 15 8 3 8 4

45 2 4 6 2 14 8 3 7 4 4 3 6 5 4 3

By order of the Board of Directors, W. WRIGHT, Secretary.

NORTH BRITISH INSURANCE COMPANY.

for Assurance on Lives and Survivorships, and likewise for the Purchase of

Reversions and Annuities. Established in 1809. Incorporated by Royal Charter.

No. 4, New Bank-buildings, Lothbury, London; and 1, Hanover-street, Edinburgh.

CAPITAL, ONE MILLION.

PRESIDENT—His Grace the Duke of Sutherland.

LONDON BOARD.

PRESIDENT—The Earl of Camperdown.

VICE-PRESIDENT—Lord Viscount Strathallan.

HONORARY MANAGERS.

J. Evan Baillie, Esq., M.P. | Hon. Archibald Macdonald.

Lieut.-General Robert Bell. | The Rt. Hon. J. A. Stewart Mackenzie.

Vice-Admiral Sir J

VALUABLE TIN AND COPPER MINE, STEAM-ENGINE, AND OTHER MACHINERY AND MATERIALS FOR SALE.

TO BE SOLD BY PUBLIC AUCTION, on Monday, the 1st of October next, by Eleven o'clock in the forenoon at WHEAL GILBERT MINE, in the parish of St. Erth, in the county of Cornwall, all that very extensive and valuable Tin and Copper Mine, called "WHEAL GILBERT," situated as aforesaid, and now in full course of working.

And also the whole of the Machinery and Materials on the said Mine, consisting of a steam-engine of 60-horse power, nearly new, and excellently constructed, with boilers, &c. complete; together with the following, amongst other articles, of Mine Materials—viz.: 60 fathoms of main rods and plates 1½-inch square, 22 fathoms of 8-inch ditto 82 ditto of 6-inch ditto, bucket rods and joints, 14, 12, 8 and 7-inch boxes and brasses, seven cisterns and bearings, 42 fathoms 6-inch plunger lift, and 14 fathoms of 14-inch drawing lift complete, 26 fathoms of 12-inch pumps, three 12-inch working barrels, door-pieces, and windroves to fit, 8-inch working barrel, door-piece, and the windroves to fit, three 9-inch pumps, a 7-inch drawing lift complete, five horse winches, with the ropes, kibbles, and the tackle complete, two pair capstans, with shears and ropes complete, four pair blocks and ropes, two pair capstans in the shafts and underground, all in good working condition. A 30-ft. wheel and stamping-mill of 12 heads, complete, and a 134 do. of 8 heads. An undershot wheel with 4 heads; 3 calcining houses and utensils complete, with a great variety of iron, timber, and other articles too numerous to mention. The above Mine has been prosecuted with vigour by a Scribe Company (of which circumstances have rendered the dissolution necessary), at an expense of many thousands of pounds, and various tests have been opened, some of which have already produced considerable quantities of ore.—Further particulars may be obtained on application to the agents on the mine; Mr. Grylls, Redruth, or Mr. William Trevelyan, Auctioneer and Mine Broker, Redruth.

Dated, Sept. 18.

PUBLIC COMPANIES.

MEETINGS.

| | | | |
|--------------------------------------|-----------------------------|----------|-----|
| Equitable Gas Light | 21, John-street, Adelphi | Sept. 27 | 1. |
| Great Western Mining Co. | George and Vulture | 29 | 3. |
| Commercial Gas Light and Coke Co. | 60, King William-street | Oct. 2 | 2. |
| English Coal Company | Office, Upper Thames-street | 2 | 12. |
| Trevelyan Mining Company | 23, Threadneedle-street | 3 | 12. |
| Eagle Insurance Company | London Coffee-house | 5 | 1. |
| British Silver Lead & Copper Company | Clarendon Rooms, Liverpool | 13 | 1. |

CALLS.

| | | |
|--------------------------------------|--------------|-----------------------------|
| London and Havre Steam | 51, Sept. 25 | Payne, Smith, and Co. |
| United Bank of Australia | 24, Oct. 1 | Glyn, Harcourt, and Co. |
| British Tin Mining Company | 26, Oct. 2 | Office, Adam's-court. |
| Wentworth Mining Company | 17, Oct. 6 | Wright and Co. |
| West of Lond. & Westm. Cemetery | 31, Oct. 10 | 11, Haymarket. |
| Eastern Counties Railway | 31, Oct. 10 | As former calls. |
| York and North Midland Railway | 31, Oct. 13 | Barnett, Hoares, and Co. |
| Briscoe Bridge Mining Association | 31, Oct. 13 | Williams and Co. |
| Cardiff's Asphalt Company | 31, Oct. 15 | Wright and Co. |
| South Australian Company | 24, Oct. 15 | Ladbroke and Co. |
| Ty Gwiler & Cefn Cwae Colliery | 10, Oct. 15 | London & Westminster Bank. |
| Equitable Reversionary Society | 51, Oct. 15 | Coutts and Co. |
| Great Western Prospecting Mining Co. | 11, Oct. 15 | Smith, Payne, and Smiths. |
| Hibernian Mining Company | 10, Oct. 15 | 12, St. Paul's Church-yard. |
| London and Brighton Railway | 31, Oct. 17 | Smith, Payne, and Smiths. |
| Cheltenham and Great Western | 7, Nov. 10 | Cripps and Co. |
| Cambrian Iron and Spelter Co. | 24, Dec. 1 | London Joint-Stock Bank. |

DIVIDENDS.

| | | | |
|-----------------------------------|-------------|---------------------|-----|
| Commercial Bank, New Orleans | 7 per cent. | London | 30. |
| Standard of English Assurance | 5 per cent. | Half-yearly. | |
| City of Dublin Steam | 3 per cent. | 15, Eden-quay | |
| Angus Life Assurance | 5 per cent. | 29, Throgmorton-st. | |
| Marine Insurance | 5 per cent. | 27, Cornhill | |
| Llanelli Railway and Dock Company | 4 per cent. | | |

NOTICES TO CORRESPONDENTS.

Will "C. B. D." favour us with his address?
"F. B." communication reached us too late for insertion this week.

THE MINING JOURNAL,
And Commercial Gazette.

LONDON, SEPTEMBER 22, 1838.

The notice which we took in a late Number of "Iverson's Patent" for Economising the Consumption of Fuel and for the Prevention of Smoke, has excited considerable attention in the manufacturing districts, where, in many instances, we find it has been tested solely on the representation made in our columns, and in each case been attended with successful results, even beyond those which we witnessed, the experiment then made being under disadvantageous circumstances. The proof, however, satisfied us that the discovery was one of the most important of modern times, and we therefore noted it with the expectation (which we are glad to find in a great degree fulfilled) that not only would the attention of our contemporaries be directed to so important a discovery, but that the consumers of coal would gladly avail themselves of the advantages arising from its application.

We have received numerous communications on the subject, some of which, indeed, have ventured to question whether results such as we recorded could be realised—we need hardly say, that having witnessed the trial, and given in a plain manner the results which attended it (having never quitted the furnace and boiler during the time), it is unnecessary for us further to notice them—but several correspondents having expressed a doubt whether the application by Mr. Iverson was not anticipated by others; the immortal WATT, HADGE, EVANS, *cum multis aliis*, having made several essays to effect the same object, a few words may be necessary in reply.

If that we were to refer back to the early periods when the question first occupied the attention of the scientific world, we might quote DE LASME, who, we believe, as early as the year 1685 exhibited a furnace which consumed its own smoke at the fair of St. Germain; numerous others have followed in the wake, the object being the economy of fuel, while the prevention of smoke was then deemed a secondary consideration; but however numerous may have been the projects, none have, until the present, been brought forward, so that the public might benefit by the discovery.

To our mines the importance of the saving is manifest, with so vast a consumption of fuel, and at prices so high generally, as in many instances to preclude their being worked with any prospect of profit; we repeat, we hail the discovery as one of the most important within our recollection, and we have only, in closing these brief observations, to refer our readers, who may be embarked in mines or manufactures, to our Journal of 1st inst., or the MINING REVIEW, No. VIII, wherein the process is fully described, with a diagram.

It is only three weeks since we had occasion to remark on the dangers to which the public are subjected by the mercenary views or unpardonable neglect of the owners of steam-vessels—instanced on that occasion by the shameful state of the *Northern Yacht*, plying between Newcastle and Edinburgh. Little did we then imagine that in so brief a period it would become our duty to record three additional accidents (two of which have proved fatal to human life), attended with a sacrifice of upwards of forty souls, while in one instance, very singularly, the *Northern Yacht* was the means by which several of the passengers were conveyed to their destination on escaping from the dangers which surrounded them.

The melancholy sacrifice of life and loss of the *Forfarshire* has been so fully detailed in the columns of the Northern Press, and by our London contemporaries, that to dwell on the subject is but to harrow up the feelings of the relatives of the survivors, and possibly to prejudice the case, which must undergo public, if not legal, investigation.

This circumstance, coupled with the loss of life on board the *Vivid*, and the accidents which occurred to the *Northern Yacht* and *Tweedside*, although the passengers in the two latter instances escaped the danger to which they were subjected, render the matter one of fearful interest, and which cannot be too strongly enforced on the attention of Government, who, we trust will, without further delay, appoint officers for the inspection of steam vessels, and thus protect human life from those incidents which are the result, in too many instances, of the cupidity of steam-boat proprietors.

On our visit to the north, we had ample opportunity of witnessing the disregard which prevailed with regard to the comfort or security of the lives of the passengers; and we believe we are right when we state that in each of the cases which we have enumerated, that the machinery was out of order—that the pumps in two or three instances were in an imperfect state—that the boilers were unsound, and that no provision was made for avoiding the dangers consequent on any disaster which might attend them. In the case of the *Tweedside*, we indeed find that "a lady offered her shawl, which was hung at the mast-head as a signal of distress"—such was the want of provision made in case of accident.

We have only to repeat, that if Government will not protect the public, a strong representation to the Legislature at the next session will become indispensably necessary, so as to enable persons, whether their pursuit be pleasure or business, to avail themselves of so commodious and so desirable a means of conveyance as that of steam communication. We might enlarge upon the subject, and adduce other instances not so far North, for Bristol would help us in case of need, and the General Steam Navigation Company, we believe, did they pay less dividends, and employ their profits on the repairs necessary to their vessels, would have stronger claim to the support of the public.

THE FUNDS.

CITY, FRIDAY EVENING.

Consols have, during the past week, been depressed, having been done as low as 93½, the principal cause being an apprehension of the exportation of bullion in return for our foreign supplies of wheat; the market, however, assumed a firmer appearance at its close. In Exchequer Bills the fluctuations have been trifling, leaving off a shade lower than our last quotations.

In the Foreign Market the securities are generally flatter, but we believe not so much so as many of the holders.

Shares have been buoyant, and an advance taken place in several of the railway undertakings. The Great Western shares have, within the last few weeks, been quoted at a rise of 10l.; London and Birmingham are also 4l. per share better. In Mining Shares business has been limited.

Money for commercial purposes continues easy on the Stock Exchange, the fall from day to day is about 2 per cent.

The business in the Continental exchanges has been by no means extensive, neither have the quotations varied to any important extent. On Paris they are quoted at 25f. 70c. 25f. 75c.; on Amsterdam at 12 4½ 12 4½; on Rotterdam at 12 4½; and on Hamburg at 13 11½.

Consols closed at 93½ 94 money, and 94 ½ time. Three-and-a-half Red. Ann. 102½ for the opening, and the New Three-and-a-half per Cents 101½ ½ money. India Stock 264. Premium upon Exchequer Bills 69 72, and on India Bonds 69 70.

Portuguese New Fives 34½ 35, and the Three per Cent. ditto 22½. Spanish Bonds, with the May Coupons, 18½ ½. Brazilian Bonds 84½ ½; and Colombian 25½ ½. Dutch Two-and-a-half per Cents 53½; and the New Fives 102½ ½.

Great Western Railway Shares 18 pm; Birmingham 84 86 pm.; and the Quarter Shares 26 pm.; Southampton 2 dis.; and the New ditto 23½ pm. Claridge's Asphalt Shares 1 pm.; Scotch 1½ dis.; British North American Bank, 2½ pm.; London Joint-Stock Bank 2½ pm.; and General Steam Navigation 10 pm.

LATEST INTELLIGENCE.

CITY, TWELVE O'CLOCK.—Consols for Account, 94 ½; Exchequer Bills, 69 71 premium; East India Bonds, 69 71 premium; Dutch Five per Cents, 102½ ½; Ditto Two-and-a-half per Cents, 53½ ½; Portuguese Five per Cents, 34½ ½; Ditto Three per Cents, 22½ ½. Railways:—Brighton, 2½ ½ dis.; Great Western, 17 18 premium; London and Birmingham, 86 88 premium, New, 25½ ½ premium; Southampton, 48 9 per share; New, 23 24 prem.; York and North Midland, 1 dis. to par.

TRURO, SEPT. 20.—Average standard, 111l. 6s. 0d.—Average produce, 7½.—Average price, 5l. 17s. 6d.—Quantity of ore, 3743.—Quantity of fine copper, 287 tons 7 cwt.—Amount of money, 21,814l. 4s. 0d.—Average standard of last sale, 109l. 1s.—Produce, 9.

LIVERPOOL SHARE MARKET, SEPT. 13.—Several lots of Grand Junctions have been done at 186l. to 187l.; some half-shares have also changed hands at 37l. 5s. prem., in other respects the market is rather dull. 14.—The market to-day has been very dull; Eastern Counties have declined to 2l. 17s. 6d. dis.; a few Grand Junctions have changed hands at 187l. and half-shares at 37l. 5s. pm. 15.—Market very flat—very little doing. 17.—There is little doing to-day, Eastern Counties are inquired for at 2l. dis. 18.—Eastern Counties have improved a little—market very dull. 19.—There is rather a better feeling this afternoon, Chester and Birkenheads have advanced to 2½ pm., and there remain buyers at that price.—*Gore's Liverpool Advertiser.*

BIRMINGHAM SHARE MARKET.—The following are the quotations which it is necessary to make this week:—Birmingham Banking Company, 19l. 15s.; Birmingham and Midland, 30l. 10s.; Town and District, 6l. 2s. 6d.; Commercial Bank of England, 5l. 2s. 6d.; Dudley and West Bromwich, 10l.; Wolverhampton and Staffordshire Bank, 13l. 10s. 6d.; Warwick and Leamington, 7l. 10s.; London Joint-Stock (7l. 10s. paid), 9l. 10s.—London and Birmingham Railway, 172l.; ditto, quarter shares, 30l.; Manchester and Birmingham, 10l. 15s. 6d.; Great Western, 80l.; Birmingham and Gloucester, 18l. 15s.; North Midland, 48l. 10s.; London and Southampton, 48l. 10s.; ditto ditto, new shares, 38l.; Eastern Counties, 5l. 10s.—Old Birmingham Canal, 220l.; Warwick and Napton, 202l.; Worcester and Birmingham, 74l.—*Midland Counties Herald.*

AURORA BOREALIS.—On the evening of the 16th inst., from seven to half-past ten, we had an aurora borealis, rather differing in its character from that which is usually visible here. Our attention was first directed to a curved belt of white light, which extended from Atair in Aquila through Vega in Lyra, to Carona Borealis; after moving very gradually about three degrees towards the south, which occupied rather more than ten minutes of time, the intensity of light had considerably diminished, and here it disappeared in less than a quarter of an hour. At this moment but little light was visible in the north; shortly before nine, however, it became very light, and from this hour to half-past the constellations, which were almost incessant in the north and north-west, were of a pure white; shortly after ten the constellations ceased, and the aurora was slightly tinged with red, and many clouds had risen.

IRON ORE.—A vague rumour has been current during the week, that Richard Blakemore, Esq., M.P., had discovered a fine vein of iron ore in Downard Hill, near this town, and that he intends to work it. We ascertain upon inquiry that the only foundation for this rumour is, that the hon. gentleman, with his characteristic benevolence, has for some time given work to a number of labourers who are out of employ, in digging, in order to ascertain whether there be ore or not. If there be, we understand that the stratum in which it lies is of so stubborn and hard a nature, that the extraction of it at any marketable price is out of the question.—*Monmouthshire Beacon.*

NEW COMPANIES.

Under this head we propose to notice weekly the several new projects which may be brought forward, and to which public attention is directed, through the medium of the press or otherwise, confining ourselves, however, to "Public Companies," and briefly noticing their objects with such general information as is conveyed by the prospectuses, or which may be gathered from other sources, on which reliance may be placed. We shall, therefore, feel at all times obliged for particulars duly authenticated, on subject of projected companies; and while it will be our object to avoid the exercise of bias in favour of any particular undertaking, we shall at the same time endeavour to collate such information as is calculated to afford to the capitalist the opportunity of judging of its merits, and the correctness of the opinions put forward in the representations of the projectors.

BRITISH AND COLONIAL TRUST AND ASSURANCE COMPANY.

Capital £500,000 (with power to increase it), in shares of £50 each.
£5 per share deposit.

This company proposes to avail itself of the valuable experience of the American Trust Companies, and to combine the administration of trusts on the guarantee of the company's capital, with the business of life assurance in all its branches. The company will undertake the execution of every species of trust, and the inducements which it holds out are, among others—First, The impossibility of loss, since the whole property must be made good out of the capital of the company and its members. Secondly, The diligent and faithful performance of the trust, which will be ensured by the responsibility incurred, but still more by the commercial character and credit of the company with the public. Thirdly, The avoiding of all delay and expense incident to the appointment of new trustees under the existing system.

ABNEY PARK CEMETERY COMPANY.

Capital £35,000, in 3500 shares of £10 each.

The object of which is to establish a general cemetery for the City of London and its north-eastern suburbs—open to all classes of the community, and to all denominations of Christians, without restraint in forms.

MINING CORRESPONDENCE.

ENGLISH MINES.

BRITISH TIN MINING COMPANY.

Sept. 17.—In Trevelyan adit the lode is at present about ten inches wide, producing tin of a low grade, but a little improved since my last visit, the ground is much the same. I have this day seen the lode in a winze sunk by the old men about ten feet deep, which is from one to two feet wide, producing tolerable good work; the old men have driven east and west at this level to some extent, and have taken away nearly all the back, save a small arch, from which we broke some good work. The ground worked east and west is all filled with attle, so that we cannot see above two feet of the lode in the bottom without a further clearance of attle; the water is busy, but it might be done. J. BRAY.

WEST WHEAL JEWEL MINING ASSOCIATION.

Sept. 17.—At Wilkinson's engine-shaft we have taken down the lode, and find it continues about three feet wide, composed of gossan, spar, peach, &c., and a little ore; the rate of sinking is about two feet per week. In Buckingham's engine-shaft the ground is much the same as on our last report. We have changed the house water lift, and find the engine working much better and cheaper than formerly. Since our tributers have begun to work, we calculate they have broken about fourteen tons of copper ore; the pitches continue to look well. M. WILLIAMS.

EAST WHEAL STRAWBERRY MINING COMPANY.

Sept. 17.—The new engine-shaft is now below the adit level 8 fms. 3 ft., and the ground still continues good for sinking; and I consider the ground in the twenty-four fathom cross-cut something easier than last week. The lode in the western end is about two feet in size, although at present poor. At the thirty-five fathom east the ground is very easy for driving, and the lode is about two feet big, yet not rich; and the lode in the western end is pretty much the same as last week. At Boundary, at the eleven fathom level west, the lode is still very large, and saving work. At the twenty-three fathom level we have removed the men from driving in the capels of the lode, and now driving on a small branch by the side of it, which will enable us to make greater progress towards the shaft, believing the ground to be more favourable for tin. FRANCIS EVANS.

PERRAN CONSOLIDATED MINING COMPANY.

Sept. 15.—We have now completed Windus's flat-rod engine-shaft down to a fifteen fathom level, and have this day set a cross-cut to drive north to intersect the lode, being a distance of about twelve fathoms. Since my last report we have opened more ground on the back of the lode at five fathoms below surface, and judging from appearances there, it will warrant the outlay of any capital, and in doing that work we have broken from four to five tons of very rich lead. We have nothing new at Rose, excepting that the lode is much larger, composed of the same sort as before stated, viz., jack and lead. In the south adit the ground is become more favourable for driving. R. ROWE.

UNITED HILLS MINING COMPANY.

Sept. 18.—In Williams' shaft the lode is about four feet wide—two feet good ore. The winze in the twenty-five fathom level is communicated to the level below; shall put the men to drive east in a day or two. In driving east, in the thirty-five fathom level, the lode is one foot wide, good for ore. In the stopes the lode is about three feet wide, producing ore of a good quality. In the adit level the lode in the end is from two to three feet wide, with but little ore. The stopes in the back of this level still continue good. In the ten fathom level the lode is four feet wide, with a promising appearance. In the end, in the twenty fathom level, the lode is about two feet wide, and poor at present. In sinking the winze in the twenty-seven fathom level we find the lode two feet wide, coarse in quality. In the thirty fathom level the lode is eighteen inches wide, with stones of ore. We can report no alteration at the thirty-six fathom level since last week. C. PENROSE.

TAMAR SILVER LEAD MINING COMPANY.

Sept. 17.—We have this day sampled at these mines a parcel of silver lead ores, computed forty-nine tons, and have fixed Wednesday, the 26th inst., to receive tenders, at per 21 cwt. dry ore, delivered free on board at the wharf here, samples of which have been forwarded the several smelters. The lode in the bottom, and driving south, is now about two feet wide, and producing silver lead ores. In the winze, sinking under the 125 fathom level south of the shaft, this lode is the same as last reported. The lode in the 105 fathom level going south has rather improved, it is producing pretty good work. The lode in the ninety-five fathom level going south is ore, but not rich. In the eighty-five fathom level going south there is no alteration since my last. In driving south, at the seventy-five fathom level, the lode is intersected by a slide, but still produces good work. Our tribute pitches generally continue productive, and the men I consider are getting wages. MARK JAMES.

GWINEAR MINING COMPANY.

Sept. 15.—The thirty fathom level east is poor for tin. The twenty fathom level east is poor for tin at present. In the winze, in bottom of twenty fathom level, the lode is eighteen inches wide, with good stones of tin. In the winze, in bottom of ten fathom level, the lode is one foot wide, with very good stones of tin. The men on the copper lode have this week been working in the thirty fathom level east, on the tin lode. C. H. RICHARDS.

TRELEIGH CONSOLS MINING COMPANY.

Our prospects at Christoe continue to improve. The thirty fathom level is driven east about twelve fathoms through an ore lode, the present end worth about 6l. per fathom. In the back of this level we have a pitch working at 9s., and the men getting wages. This level is extended west about the same distance, in which the lode for several fathoms had a promising appearance; the end, which is but just clear from the cross-course, is looking well, the lode about eighteen inches wide, all saving work to dress; the back of this level is also working by tributaries at 8s., and greatly improved since survey day—would now let at 4s. This level requires more air, I have therefore put four of the sumpmen from the engine-shaft to sink a winze from the twenty, where I hope they will raise ore enough to pay for doing it, and thereby enable us to work in the level below at so much less price. The twenty fathom level is extended about twenty-seven fathoms, in many places had a good appearance, is now quite clear from the cross-course, and producing ore worth 4l. per ton, leaving a back and bottom that will work at tribute as soon as we have a communication for air. The ten fathom level is driven west about ten fathoms, and a winze sunk close to the present end to the level below. The tutwork cost in this part for September will be about 50l. or 60l., from which we calculate on having tutwork ore enough to meet it, besides the tributaries, which we hope will break not less than 120l. worth more, at their respective pitches; in all, I calculate, this part will leave a profit of 60l. or 70l. towards paying other costs. At Shauger we have little or no alteration in the levels; the twenty and thirty ends are producing a little ore. In this part of the mine we have three pitches working at 12s.; in one of them we have a discovery which induces us to expect something good before us at this level. W. SINCOCK.

ST. HILARY MINING COMPANY.

Sept. 15.—The shaftmen are going on well with their contract. In the seventy fathom level east the lode is twelve inches wide, producing half a ton of ore per fathom. In the seventy fathom level west the lode is nine inches wide, producing three-quarters of a ton per fathom. In the sixty fathom level east the lode is two feet wide, producing quarter of a ton per fathom. In the winze, in bottom of fifty fathom level, the lode is twenty inches wide, producing one ton of ore per fathom. The men who were on the south lode have put to rise in the back of the fifty fathom level to hole to the winze in the bottom of the forty, twenty fathom level of engine-shaft.

C. H. RICHARDS.

HOLMBUSH MINING COMPANY.

Sept. 17.—The ground in the engine-shaft is still hard. In the eighty fathom level west we are still cross-cutting north. In driving south at this level, east of cross-cut, we have not yet discovered the lode, ground hard for driving. The stopes in back of this level are much as stated in my last, worth about three tons per fathom. The lode in the seventy fathom level west is just as last reported. The lode in this level driving east is about eighteen inches wide, composed chiefly of mundaic and spar, with spots of copper ore. In the seventy fathom level west, on Flap-jack lode, we find this lode about two feet in width, its composition much as hitherto, mundaic, spar, and capel, occasionally producing stones of copper ore. In driving the sixty-two fathom level west, we find the lode in this end somewhat improved, worth at present about two and a half tons per fathom. The lode in the winze sinking below this level is about one foot big, in quality much as last week, worth one ton per fathom. The lode in the fifty-two fathom level west still continues a rich course of ore, worth from five to six tons per fathom. In the forty fathom level west no lode has yet been taken down, men still employed desling it; the stratum attending it strongly indicates its future production being much impregnated with veins of copper ore. Our tribute departments continue without any material alteration, generally looking well. We hope to sample, the 26th and 27th inst., about 130 tons of copper ore.

F. PHILLIPS.

SOUTH FOLGOOTH MINING COMPANY.

St. Austell, Sept. 14.—The appearance of the mine has recently improved, in particular at the twenty fathom level north of the elvan, about seventy fathoms west of Balduie shaft, where we have opened four fathoms on a large tin lode, of a promising character. At White Works we are stopping at the ten fathom level east of shaft; the lode is large and productive of tin, and it indicates favourable going downwards. At the twenty fathom level here we are driving east, and the lode is improving, being about three feet wide, producing good samples of tin. At the shaft east of Balduie, which is now sunk seven fathoms below the adit, we have some fine branches of tin, which indicates favourably for the lodes we are here sinking to cut. In the other parts of the mine there is nothing very new to notice. Upon the whole our prospects are encouraging.

JAS. EVANS.

TINCROFT MINING COMPANY.

Tincroft Mine, September 12.—In reporting to you on the present state and prospects of this mine, from my this day's inspection, I feel pleasure in being able still to say that we have a good lode for tin by the side of the engine-shaft, worth at least 30l. per fathom, and as you will perceive by the setting report, stopping by seven men at 7l. per fathom. The 132 west has improved since my last; I conclude the end is now worth about 25l. per fathom. The 120 east and west continues much the same as for some time past. The 110 east is producing very good work for tin, with stones of copper ore, and very promising; the stopes in the back of this level are also producing good work for tin, as are likewise the stopes in the back of the 100 fathom level. The lode in the eighty-one fathom level continues good both for tin and copper, worth about 40l. per fathom, and still very promising. The lode in the seventy-two end is small but rich for tin; having now communicated a winze from the seventy-two to the eighty-one, we discover we have still a part of the lode to the north of the level at the seventy-two, and have this day commenced driving a cross-cut towards it, and expect to cut it in ten or twelve feet from the south part of the lode. Our pitches both for tin and copper ore are looking well, more especially those in the back of the 100 fathom level on H. B. south lode. On the whole I am glad to say our prospects are good, which you must pretty well know by our sales of tin and copper. Our ores last sold amounted to 901l. 18s. 4d., which you see by advice of weights, &c., on the setting report. I hope when our tin will be sold, we shall show you have profited 350l. for the last month.

W. PAUL.

CORNUBIAN MINE.

Chiverton, Sept. 18.—I beg to inform you that we are sinking a winze about twelve fathoms west of the western shaft on the Chiverton lode, from the eight fathom level; there is a good lode in this winze. We have been clearing and securing the sixteen fathom level, from the old engine-shaft westward, and we have two or three fathoms more to clear and secure, and then we shall have about sixteen fathoms to drive to the western shaft. We have still a good lode at the twenty-four fathom level west of old-engine shaft, but it is best going down. The same level east, on Chiverton lode, is poor at present; the same level on the west caunter; the men that belong to this level, have been driving north, to cut the north part of the west caunter, which I expect that we shall hole to-morrow to a winze that is sunk from the sixteen fathom level, on the north part of this lode, and it has been productive above the twenty-four fathom level. In the rise from the thirty-two fathom level, towards the twenty-four fathom level, we have had lead in the lode in all that we have raised, though not rich. Our engine-shaft is down to the forty fathom level, and we have commenced cutting the shaft to this level. We have now dressed, about eighteen tons of lead, undressed at surface, ten tons, and about three tons broke underground.

JOHN BORLASE.

REDMOOR CONSOLIDATED MINING COMPANY.

Callington, Sept. 17.—In driving north, at the sixty fathom level, the lode is from ten to twelve inches in width, and has in the past week produced from three to four tons of silver lead ores, of excellent quality; it is pleasing to say, the prospects in this level are very encouraging, far exceeding anything seen in the level above. The lode in the south end is at present unproductive. Going east, on Johnson's lode, at this level, the indications are more promising than hitherto. The lode in the fifty fathom level north is about six inches big, yielding some good stones of silver lead ores. In the forty fathom north we have been under the necessity of driving east, in consequence of the lode being thrown in that direction by Vivian's lode. We have driven about six feet, and believe we have cut the western part of the lode; it is too premature to state its real character. The winze, in the bottom of the thirty fathom level is sunk 4 fms. 3 ft.; lode from four to six inches in width, with a little ore. In reference to the tribute and other operations they are going on satisfactorily.

S. HARPER.

In the report of this mine last week, for "No. 1, computed 13 tons 15 cwt., at 6l. 11s. per 21 cwt. dry weight," read "16l. 11s."

Mr. Percival N. Johnson's Report.

Hatton-garden, August 31.—I proceeded to the Redmoor mines, in accordance with the resolutions of our board, and have given the subject of the present state of the operations and the prospect of the undertaking, as now conducted, my most earnest attention; with the valuable assistance of our superintending agent, Captain Rowe, have to offer the following observations and suggestions for the future working of this valuable property:—We first gave our attention to the northern part of the set, and the bearing of the Holmbush lodes, in order to ascertain how far it might be advisable to develop those lodes in our own right. We found that the most western ends of the Redmoor set, and that although these lodes could be traced into it, it would not be advisable to open on them in the present state of our operations, as it would be attended with a considerable outlay of capital, which would be much reduced by prosecuting the work, which we shall hereafter recommend, by bringing an adit up to the course of the lead lode. Our attention was next given to the southernmost workings, or Johnson's shaft; the lead lode, as you are aware, now down to the sixty fathom, had improved in regularity and richness in every level. The sixty north had been driven ten fathoms, and opened, and now opening good tribute ground; this end should be prosecuted with great vigour. The same level south had been driven about five fathoms, and also opened good tribute ground; the ground easy for driving. Johnson's lode, at this level, had been opened about eight fathoms east; at about four fathoms from the cross-cut there was a small cross, and there had been a small course of tin, which made home 16 ft; the end at present is poor and unproductive, but not without tin. This lode, to the west, had not been driven, which we consider its highly mineralised state justified its being. Fifty fathom, Johnson's lode east; lode two feet wide, and not driving, but should be in an order to set bargains from the sixty to this level. West; this lode has been driven four fathoms, the lode not so promising as in the east. The lead lode, at this level, had been driven north forty-three fathoms; lode six inches wide, has been worth from 50s. to 60s. per fathom for the last several fathoms. Johnson's winze-shaft being down to this level will enable this level to be worked to great advantage. The fifty south end not driving; three tribute pitches working, poor but changeable. The forty lead lode north, three pitches working on east and west; the lode has come into this level, and the lead lode has been hove, we consider east, and we recommend driving in that direction for its intersection. The forty fathom south end, now driving, but the air being so bad, that we recommend a winze being put from the thirty, as the backs have been taken away on tribute, and have been very productive, and this level should be prosecuted. The shallow levels have not proved sufficiently productive to be worthy of notice, and there is not sufficient to justify their further prosecution at present. We next took into consideration the advantages likely to accrue in resuming the operations at the engine-shaft in the upper mine; on taking

the bearings of the lead lode, we consider it likely to be intersected at about twenty-five fathoms east of the present adit driving on a copper lode formerly worked in this part, and would, therefore, recommend the water being kept to the twenty fathom level, and the end of the copper lode being driven east for the intersection of the lead lode, as before stated. We should have been happy in being able to state that the levels in the south part of the mine had laid open ground for tributaries to break sufficient ore to meet the cost of the mine, but from what has been developed, do feel that there is every encouragement for a further outlay of capital in extending the operations, both in depth and greater force, in extending the deeper levels; to do which, an alteration in the pit-work, to the amount of 150l. to 200l. will be necessary. We, therefore, confidently recommend that a further sum of from 2000l. to 2500l. be appropriated to the extension of the operations, as follows:—South part, alteration of pit-work, setting eight men to sink to a seventy fathom level; two additional men in driving each north and south. At the sixty fathom, on the lead lode, four extra men in driving on Johnson's lode east and west; also four men to drive south on the lead lode, at the fifty fathom level, and in the upper mine to have four men to drive on the copper lode east of the engine-shaft, making altogether twenty-four men beyond the present force. We cannot calculate that the expenditure for this work, and incidental expenses, will be less than 2000l., but do consider the prospects and the produce of the sixty fathom level fully justify the outlay; and in conclusion have much satisfaction in giving it as our opinion that the Redmoor mines, with judicious outlay of capital, will eventually form a valuable undertaking.

PERCIVAL N. JOHNSON.

ENGLISH MINING COMPANY.

Great St. George, Sept. 18.—In the eighty fathom level, south mine, the lode is two feet wide, of mundaic and ore; the latter low-priced at present, though improved during the past week, and promises to be so. In the east, at this level, driven by the side of the lode, therefore nothing new can be reported. The winze, at the seventy fathom level, west of Flat-rod shaft, is now communicated to the eighty; lode three feet big, leader eighteen inches of ore, mundaic, capel, and spar. At the twenty fathom level, west of Burton's, the lode is in a disordered state, from the capels having taken place in the leader, and split the lode into a number of small branches, which are distributed through ore four feet in width, but little can be saved. The rise in this level is a lode about eighteen inches wide, of spar, capel, and spots of ore, but little value; and the same may be said of the winze sinking from the ten to communicate with this. At the thirty fathom level, west of this shaft, the lode is twenty inches big, of spar, mundaic, and about one and a half tons of low-priced ore per fathom. The lode in the forty is also twenty inches big, of spar, capel, and ore, not valuable, but improving, and will produce one ton of ore per fathom. At the twenty fathom, driving east of Campbell's shaft, the lode is twenty inches wide, of ore and mundaic, of a cindery character, flatter, and will yield three tons of ore per fathom, worth 3l. per ton. At the thirty fathom level, driving east of this shaft, the lode is poor. At the ten fathom level, west of Stephen's, Callaway's flat or south lode is eighteen inches wide, of spar, ore, jack, &c.; the portion of lode carried in the end being small, not more than half a ton per fathom is broken. The north part of Callaway's lode, at the thirty fathom level, west of engine-shaft, is fifteen inches wide, of spar, capel, ore, and jack. Six tons of ore, valued at 4l. per ton, were sampled from about three fathoms of ground, driven during the last month, and its present value may be estimated at the same. At the east, in this level, the lode is from six to fifteen inches wide, containing good stones of ore. Some alterations for the better have occurred in the tributaries ground. The lode in Treblecock's pitch has much improved, and James Callaway also will have a considerable increase in quantity, but this improvement will not be permanent; others are getting on pretty well, and expect the next sampling to exceed the previous.

At Wheal Leisure the 116 fathom level, east of the engine-shaft, contains a lode six inches big, of spar, capel, mundaic, and spots of ore; ground softer, and hope it will affect the lode. The lode at the 106 fathom level yet uncertain; its softness, and the slide accompanying it, obliging us to drive by the side thereof, until the water is drained off. What has been seen of the lode is about three feet wide, of soft sugary spar, and some good stones of ore. At the ninety-six fathom level the lode is eighteen inches big, of capel, spar, mundaic, and ore, and forming backs available for tributaries. Tributaries low in prospects, few worked with spirit, and little ore sent to surface.

Wheal Prudence.—The ground in Bourdillon's engine-shaft is tolerably favourable for sinking, and the water easily mastered. The fourteen fathom levels, driving east and west of this shaft, contain a lode ten or twelve inches big, of spar, peach, mundaic, and stones of ore. At the sixty-two fathom level driving west the lode is from five to six feet wide, composed of capel, mundaic, and ore, about one and a half ton per fathom. In the winze, at the back of this level, the lode is of mundaic, jack, and one ton of ore per fathom. The ground is somewhat improved in the cross-cut driving south at the sixty-two fathom level, and is moderate in the rise from the forty-two towards Bourdillon's shaft. Tributaries favourable. Of Wheal Friendship nothing new can be reported.

H. HUMPHRIES.

FOREIGN MINES.

IMPERIAL BRAZILIAN MINING COMPANY.

Rio de Janeiro, July 14.—Everything was proceeding regularly at the mine, and the produce as well as its prospects had somewhat improved. The four days, from 29th June to 3d of July, had given 15 lbs. 6 oz. 14 dwts., and some stuff showing gold had been got up from the fifty five fathom level.

G. V. DUVAL.

ANGLO-MEXICAN MINING COMPANY.

Guanajuato, June 29.—Annexed is abstract of the mine report for last week. Sirena lost money, but there are expectations of rather better results there shortly. Yesterday I was down the mines at the Monte: the roadway from the planes or interior of the mine to the Santa Ursula shaft has not yet been quite cleared, but we are in daily expectation of completing this very interesting work, and then we shall have several points already noted for breaking down ore. We have some suspicion from yesterday's survey that only the cuerpo alto has been extensively worked in the mine, and if this be so, we shall have a large, and I trust profitable, field before us. As expected, and noticed to you in my last letter of 18th inst., the planes of San Lorenzo have been reached from the point therein mentioned, and the water is falling so rapidly that in a few days more I hope to have all the ancient workings of this mine dry and accessible. At present the cross-cut and frente of San Juan, where the lode has been cut in ore, as already advised, are under water, and I have not yet been able to visit this point since ore was met with, but yesterday I requested Captain Morcom and the administrator to select from the ore already raised what they considered fair samples of the bonito and ordinario, for assay. These assays have turned out as follows:—Bonito 4.50 mares of silver per monton, and 600 grains of gold per marc; ordinario, 3.84 mares of silver per monton, and 1150 grains of gold per marc. The appearance of this ore would lead to the supposition that it was exceedingly rich in silver rather than in gold, but the assays prove that this silver promise arises from the presence of some other mineral, but what I have not yet been able to ascertain. The gold is manifestly disseminated through the guija or quartz part of the ore; and hence the reason why the ordinario, as shown above, gave a richer ley of gold than the bonito, because it contains more guija, and less of the rich black mineral appearance in which the silver is disseminated; this curious character of the ore we have thus met with, has strongly impressed upon me the necessity of more than usual vigilance, to avoid the very possible mistake of throwing away good ore in ignorance of its value, because we have found that tentadras not unfrequently deceive, especially when gold is present at the same time with bronze or pyrites, and I have it in contemplation to place an assayer, for the present at least, at the monte, to occupy himself in analysing the ores, and even rubbish, we may meet with in the progress of our limeas, because, when gold is so prevalent, even the rubbish which has been washed down from higher points by the action of water, and thus filling up the roads and workings we are now clearing out, may contain gold in sufficient quantities to pay for extraction. You will perceive that we are now in a very fair way of trying effectually the value of the monte district, and I earnestly hope that my letters may henceforward convey to you advices of steady and satisfactory improvement.

Mellado.—On Tuesday evening last I was summoned to attend a meeting on the Mellado suit, at the instance of the defendants' lawyer; on which occasion this gentleman gave me formal notice that the defendants desired wholly and unconditionally from the further prosecution of the suit, and that as soon as answers could be received from the representatives of the house of Valencia, the needful notices should be given to the tribunal. I have, therefore, now the great satisfaction of congratulating you on the final and satisfactory termination of the Mellado suit, and expect to be able, in the course of about a fortnight, to advise you that I have received the sum of money which was deposited to abide the issue of the suit, and which, as you are already aware, amounts to \$51,343 3 1.

July 13.—Yesterday I was out at the monte for the purpose of visiting the planes of San Lorenzo, which, however, could not be accomplished, in consequence of the bad air still in these parts. The heaviest part of the drainage, however, both in this and the Asuncion mine, is now over, and we have the planes of both mines accessible, or nearly so, so far as the water is concerned. In a very short time I hope to be deriving some produce from both of them, and probably sufficient to keep a greater part of Partita at work. Sirena continues much the same, and barely pays expenses, but we look for better results shortly. Captain Morcom has attached a note to his report, which is as follows:—"Asuncion Mine.—This morning (13th) we have got into the workings of San Pedro, which workings are on a grand scale; the vein is wide, and contains ores, which appear in tanta dura to be of tolerably good ley. We shall in a few days begin to work on the vein, and I am inclined to think that these workings are capable of giving a reasonable quantity of decent ores."

UNITED MEXICAN MINING ASSOCIATION.

Report on the State of the Workings of the Mine of Rayas.

June 16.—Three of the five weeks that have elapsed since the last report, contained only five work-days each.

Purissima.—Santa Victoria.—The old pit of Remedios, and that of San Porfirio, are yielding a very small quantity of ordinary ore. In the pit of San Rafael the lode generally is poor, but a few rich threads present themselves occasionally, and the two fronts (one to the north-west, the other to the south-east) are in the same state. The pit and front of Santa Lucia, contain rather more ore than San Rafael. In the pit and fronts of Apolitoles, the threads of ore are a little broader than in the forementioned workings, and there is a fair sprinkling of the common classes. The upper front has just been communicated with the pit of Santa Margarita, which is the most productive point in Santa Victoria, although the actual produce of Santa Margarita is far from being very important. A front to the south-east of this pit has been commenced on ordinary ores, in order to open a direct communication between the workings of La Purissima and the great shaft, by which the expense of conveying the ores to the shaft will be very materially lessened; the distance to be driven is so short, that the communication will in all probability be opened in three weeks or a month, more particularly as the work is being carried on at both sides; and ores have actually been cut on the side of the shaft in the point known as La Purissima del Tiro Grad. The pit of San Lazaro continued producing good ores up to the time of its communication with the workings below it; a small portion of ore is being followed up towards the south-east.

San Hermion.—The produce from the pit of Pilar is very inconsiderable. In Varones the ores are now found entirely in the roof of a front to the south-east. A fine band, in some parts about a quarter of a vara in breadth, and of a very superior quality, runs along the whole roof, and a fair quantity of the common classes accompanies it. Forty-five pair of barman are employed in La Purissima by day, and thirty-two by night.

The weekly produce of ore in the rough state has averaged 1680 cargas, which, when picked, have yielded 125 cargas of azogues, of about twelve mares per monton in the patio, and two mares plata de ley in the arrastres, fifty-six cargas tierras de mortero, and 291 cargas tierras de labor, together of about six mares per monton in the patio, and one marc plata de ley in the arrastres.

San Cayetano.—The workings on this side are now reduced to the fourth pit of Jesus and that of San Feliciano. In the former there are some bunches and bands, of a good size, but the quality of the ores undergoes very little variation. In the latter there is rather more ore, and the quality is a shade better. At the present moment a fine bunch of guija de oro exists in the very centre of the pit, having been first laid open about a fortnight ago. The front of San Feliciano is worked occasionally. Twelve pair of barman are now employed by day, and as many by night.

San Pio.—The pit is suspended for the present. The produce from the Contracielo varied little, until a communication was made with the old working of Los Reyes. There is still a little ore to be broken down on one side of the communication. Four pair of barman are employed by day, and as many by night. The produce of ore in the rough state, from San Cayetano and San Pio, has averaged weekly 900 cargas, which, when picked, have yielded fifty-two cargas of azogues, and nine cargas of tierras de mortero, together of about six mares per monton in the patio, and one marc plata de ley in the arrastres.

San Miguel.—The cross-cut has been driven 4.12 varas. The appearance of the lode has varied, but no ores have been met with. Some few bunches of rich ore are found in one of the points of research; and in following up another, an old working of some extent has been met with, together with what has all the appearance of an old road; these points are being cleared of the rubbish, and an examination of them will soon be made. There have been five sales of ores, extracted by the buscones, amounting in all to \$20,423 5, of which one-half, \$10,211 6 4, belongs to the mine: 455 cargas of ores, belonging to the new contract, have been sent this week to the hacienda of Barrera. Both haciendas have been employed in working up the ores belonging to the late contract, and the stock of ores in the mine are as follows:—Picked, 2906 cargas; unpicked, 320 ditto.—Total, 3226 cargas.

G. R. GLENNIE.

Mine of Rayas.—I have caused a separate statement to be handed to you herewith, explanatory of the outlay, receipts, and produce corresponding to the new contract, by which it will be observed, that, notwithstanding the impoverished condition of the mine for some time past, it is estimated to have yielded a profit of \$2116 during that short period. On the general and detailed report of Mr. G. R. Glennie herewith transmitted, I have nothing particular to notice.—Since the date of my last dispatch, there have been three sales on joint account with buscones, making the number, since the 29th April last, six, which have produced the gross amount of \$27,802 6. The mine has produced during the same period, say from the 29th April to the 9th inst., a weekly average of 650 cargas of picked ores, all which are still at the mine, in consequence of the haciendas being employed in grinding up their old stocks, which will be finished in about a fortnight. In pursuance with the new contract, Mr. G. R. Glennie is stationed at the mine, as representative of the company in the joint management and direction of operations there; and I am happy to add, everything in this respect is carried on with the greatest harmony and good feeling. It is a subject of regret, that the mine should continue so poor; but it is to be hoped, and there are some appearances to the effect, that it will undergo some improvement ere long. The ores lately reduced have shown a larger proportion of gold, than even the preceding ones; a parcel of plata de ley sent to the mint a few days since, having yielded at the rate of 839 per marc, the average contents of gold being 997 grains to the marc.

Remittances.—The departure of the ensuing conducta from hence should take place about a month from this, but it will be regulated by the state of the country then, which at present is anything but settled, and likely to continue so, as long as the actual Government is deprived of its immediate sources of revenue by the French blockade. By the afore-mentioned period, I shall have considerable available surplus of funds, of which I purpose to appropriate some \$30,000 to \$40,000 either for shipment at Tampico, or for the purchase, in Mexico, of bills in England, as circumstances may suggest.

Contract for the Mine of Rayas with the Sardaneta Family.—A new contract was entered into on the 1st of June, for the 153 bars belonging to the Sardanetas, to take date from the 29th April last, when the old contract expired, and to continue till the 31st December, 1841, the period when the existing contract with the other owners of the 84 bars of the mine will terminate.

Statement showing the outlay and returns in respect of the mine of Rayas from the 29th October, 1836, to the week ending the 28th April, 1838, on expiration of the company's contract in respect of 153 bars held by the Sardaneta family, and the value of ores on hand:—

| | | | |
|---|-----------|---|---|
| Amount of surplus on Oct. 29, 1837 | \$103,349 | 1 | 5 |
| Outlay from Oct. 29, 1837, to April 28, 1838 | \$407,986 | 0 | 2 |
| Returns during the same period | 669,249 | 0 | 2 |
| Value of Ores at Haciendas belonging to the Mine. | | | |
| Hacienda of San Matias | 15,352 | 4 | 0 |
| Hacienda of Barrera | 17,553 | 0 | 0 |
| | 32,905 | 4 | 0 |
| Total Surplus | \$397,517 | 5 | 5 |

Statement showing the outlay and returns in respect of the mine of Rayas from the 28th April to the week ending the 9th June, as per contract, dated 1st June, 1838, and the value of ores on hand:—

| | | | |
|--|----------|---|---|
| Amount of outlay from April 28 to June 9 | \$44,624 | 0 | 3 |
| Do. returns to the same period | 27,802 | 6 | 0 |
| Value of Ores existing at the Mine. | | | |
| 2878 cargas picked ore, v-lued at | \$18,648 | 0 | 0 |
| Four heaps unpicked ore, ditto | 290 | 0 | 0 |
| | 18,938 | 0 | 0 |
| Total Surplus | \$2,116 | 5 | 5 |

J. N. SHOOLBRED, Man.

COMMENCEMENT OF THE SOUTHAMPTON DOCK COMPANY'S WORKS.—The chairman, contractor, and engineer of the dock company arrived in Southampton on Friday last, to make their final arrangements for the commencement of the works, and we are happy to state they will be immediately commenced. The contractor is Mr. Barge, who contracted for the execution of the St. Katharine's Docks, and from the known ability and spirit of that gentleman, we may augur the speedy formation of the first dock, and consequent realisation of those great benefits to the town, which the establishment of docks, especially when considered in connexion with the completion of the railway, must inevitably produce.—Hampshire Advertiser.

COAL PIT ACCIDENT.—On Wednesday last, as the workmen were sinking the new pit at Newton, belonging to Messrs. Fernandes and Co., a tremendous stream of water from some old works burst in upon them, and soon filled the shaft to the depth of ten yards. All the hands fortunately escaped, with the exception of one individual, named John Ramsden, who has left a wife and two children to deplore his loss.

KYAN'S PATENT.—In April last, we gave publicity to a letter from the Duke of Portland, affirming that Kyan's patent process had failed; but on the 27th of the same month another letter from his Grace acknowledged his mistake, and we find that from all quarters satisfactory testimonials are given of the efficiency of this process to prevent the dry-rot and to stop the decay in timber.—Nottingham Review.

DEAN FOREST MINING COMMISSION.

The adjourned meeting of this commission took place at the Speech House, on Monday last, which was numerously attended. At eleven o'clock Mr. Sopwith opened the business of the meeting, stating that it was held pursuant to notice given by handbills circulated through the Forest, for the purpose of receiving the claims of persons interested in gales, and also for receiving evidence as to what constituted the continued possession of a gale, and explained the arrangements which had been made by the commissioners for facilitating the purposes of the Act, the most important of which was that the parties interested must enter their claims with the Deputy Gaveler, Mr. Atkinson, who would attend to receive the claims, and give assistance to parties in making them, at various places, and different times. Mr. Sopwith also explained the tabular statement which had been prepared, and made other observations on the course of the commission, which appeared to give general satisfaction, and then called upon Mr. Clarke, as the agent for the first claimant, to open his case according to notice. Mr. Clarke accordingly commenced, by laying before the commissioners the complaint of Mr. James Court and others, against the Cheltenham Coal Company, for working a pit detrimental to those in his possession; but he had not proceeded far before he was interrupted by Mr. James and Mr. Whitley, who claimed an interest in the same works, and who stated that sufficient notice had not been given. After a long and desultory conversation, the commissioners adjourned the hearing of this particular case, to the 19th September, in order that all parties might have notice to attend. The commissioners then stated that it was their intention, pursuant to notice already given, to receive evidence as to what constituted the continued possession of a gale, and with that view, they called first on Mr. Machen, who had for many years acted as the Deputy Gaveler. The general effect of his evidence went to show that if either a day's work in a year had been done on a gale or the gale rent been regularly paid up, the gale was considered as on foot. Mr. Protheroe, Mr. Clarke, Mr. Whitley, and others, took a part in the examination, which Mr. Machen underwent with great good humour. After that Mr. Fryer handed in a list of witnesses called by him to prove that it was necessary to do a day's work, or to pay up the gale rent regularly, to keep a gale on foot; and called William Williams, whose examination and cross-examination by Mr. Whitley lasted till four o'clock, when the commissioners adjourned the meeting to the next day. Previously, however, Mr. Clarke requested that the orders of the Mine Law Court might be deposited with the clerk for reference to by the free miners.

Tuesday.—Mr. Fryer this day resumed the examination of his witnesses, and several free miners, among whom were Mr. Peter Teague, Richard James, James Whittington, and others, were examined, but their evidence was too vague and conflicting to lead to any satisfactory conclusion.

Wednesday.—The commissioners did not sit.

On Thursday, Mr. Protheroe brought forward two complaints, one against the Protector Cheltenham Coal Company, and the other against Mr. Whitehouse; and after discussion, both were postponed to a future period. That against the Cheltenham Coal Company is fixed for hearing at Newnham, at eleven o'clock, on Tuesday next.

CAUTION TO MINERS.—A few days ago, as a man named Ephraim Bar, of Ashover, was lighting the match to fire a large blast, containing several pounds of powder, at Stone-edge quarry, the explosion took place before he could get away, and blew him five or six yards from the spot. His clothes were set on fire in various places, and had not help been at hand he might have been burned to death, being very much stunned with the report. Happily he escaped with some slight bruises and burns.

ENORMOUS PIECE OF COAL.—There is now to be seen, in the area behind the baths, on St. George's Pier, Liverpool, a piece of coal from the Earl of Balcarres' mines, Haigh, near Wigan, measuring 4 feet 6 inches in height, and 14 feet in circumference, and weighing 2 tons 3 cwt. This splendid black diamond was brought up from a mine 160 yards deep, and was placed in its present situation by Mr. J. F. Cannell, agent to the Earl of Balcarres.—Wigan Gazette.

SALE OF COPPER ORES AT SWANSEA.

Sampled Aug. 29, and sold at Swansea, Sept. 19.

| Mines | Tons | Produce | Stand. | Price | Mines | Tons | Produce | Stand. | Price |
|------------|------|---------|--------|-------|-------|-------------|---------|--------|-------------|
| Knockmahon | 121 | 9 | 100 | 7 11 | 0 | Cuba | 73 | 282 | 97 25 18 6 |
| ditto | 100 | 9 | 106 | 7 17 | 0 | ditto | 72 | 288 | 97 25 18 6 |
| ditto | 79 | 7 | 112 | 6 1 | 0 | ditto | 71 | 283 | 97 25 18 6 |
| ditto | 72 | 10 | 105 | 8 5 | 6 | ditto | 69 | 282 | 97 25 18 6 |
| ditto | 60 | 12 | 102 | 10 6 | 0 | Ballymurtia | 80 | 5 | 121 3 16 0 |
| ditto | 52 | 10 | 103 | 8 10 | 0 | ditto | 67 | 42 | 121 3 16 0 |
| ditto | 44 | 9 | 107 | 7 14 | 6 | ditto | 45 | 44 | 124 3 16 0 |
| Chill | 98 | 28 | 97 | 20 4 | 6 | ditto | 43 | 42 | 121 3 16 0 |
| ditto | 71 | 28 | 94 | 20 8 | 6 | Tigrony | 89 | 6 | 112 5 9 6 |
| ditto | 38 | 31 | 94 | 27 0 | 0 | Cronchane | 53 | 7 | 111 5 11 0 |
| ditto | 28 | 25 | 94 | 21 18 | 6 | Connoree | 46 | 32 | 134 2 15 6 |
| ditto | 15 | 29 | 93 | 24 17 | 6 | ditto | 45 | 5 | 116 4 8 6 |
| ditto | 105 | 14 | 100 | 12 12 | 0 | Mexico | 53 | 13 | 104 11 16 0 |
| ditto | 72 | 15 | 100 | 12 17 | 6 | ditto | 13 | 6 | 116 4 14 6 |
| ditto | 40 | 15 | 100 | 12 16 | 6 | Ballygahan | 63 | 5 | 124 3 19 0 |
| Coburn | 99 | 3 | 94 | 24 3 | 6 | Llandidno | 51 | 2 | 125 1 1 0 |
| ditto | 90 | 24 | 97 | 21 3 | 6 | (New Mine) | 7 | 9 | 106 7 12 0 |
| ditto | 65 | 28 | 94 | 29 4 | 0 | ditto | 7 | 9 | 106 7 12 0 |
| ditto | 114 | 22 | 97 | 19 4 | 6 | ditto | 5 | 3 | 127 2 10 6 |
| ditto | 9 | 30 | 94 | 32 7 | 6 | | | | |

TOTAL PRODUCE.

| | | | | | |
|-------------|-----|------------|------------|-----|-----------|
| Knockmahon | 228 | £4174 3 6 | Tigrony | 142 | £781 8 6 |
| Chill | 387 | £820 5 0 | Cronchane | 53 | £326 15 6 |
| Coburn | 397 | £948 17 0 | Connoree | 46 | £638 16 6 |
| Cuba | 285 | £7290 15 0 | Mexico | 53 | £248 17 0 |
| Ballymurtia | 265 | £741 10 0 | Ballygahan | 63 | £119 7 0 |

Copper Ores for sale the 3d of October.—Allibies 161, ditto 80, ditto 53, ditto 43—Coburn 95, ditto 86, ditto 65—Ballymurtia 66, ditto 59, ditto 47, ditto 42—Cronchane 82, ditto 81, ditto 38—Valparaiso 107, ditto 91—Norway 61, ditto 57, ditto 40—Valparaiso 71, ditto 63, ditto 16—Chill 54, ditto 18, ditto 70—Cronchane 79—Tigrony 60—Knockmahon 84, ditto 40—Ballygahan 52, ditto 49—Llandidno 67—Synnne Dylluan 36—Sygn 29, ditto 6—Laxey 26—Chill 16—Drws-y-coed 6—Total 2143.

SALE OF COPPER ORES AT TRURO.

Sampled Sept. 5, and sold at Pearce's Hotel, Truro, Sept. 20.

| Mines Tons Price | | | | | Purchasers | | | | | Mines Tons Price | | | | | Purchasers | | | | |
|------------------|---|---|--|--|------------|-----|---|----|---|------------------|-------------|-----|----|----|------------|---------------|--|--|--|
| | | | | | £ s. d. | | | | | | | | | | £ s. d. | | | | |
| 33 | 0 | 0 | | | Treavean | 107 | 7 | 8 | 6 | Mines Royal | Consols. | 105 | 11 | 9 | 6 | Nevill & Co. | | | |
| | | | | | ditto | 90 | 5 | 14 | 6 | P. Grenfell's | ditto | 78 | 6 | 2 | 6 | Freemans. | | | |
| | | | | | ditto | 87 | 4 | 3 | 6 | Vivians. | ditto | 73 | 11 | 13 | 6 | Mines Royal | | | |
| 35 | 4 | 0 | | | ditto | 81 | 5 | 5 | 6 | Williams | ditto | 72 | 13 | 8 | 6 | Freemans. | | | |
| | | | | | ditto | 80 | 3 | 7 | 0 | P. Grenfell's | ditto | 62 | 2 | 11 | 6 | Vivians. | | | |
| | | | | | ditto | 75 | 7 | 15 | 6 | Freemans. | Unity W. | 106 | 5 | 0 | 6 | Williams. | | | |
| 17 | 5 | 5 | | | ditto | 71 | 5 | 1 | 0 | Vivians. | ditto | 68 | 6 | 1 | 0 | Freemans. | | | |
| | | | | | ditto | 67 | 4 | 11 | 0 | Williams. | ditto | 67 | 8 | 4 | 6 | Freemans. | | | |
| | | | | | ditto | 66 | 4 | 5 | 6 | P. Grenfell's | ditto | 65 | 6 | 12 | 6 | Vivians. | | | |
| | | | | | ditto | 61 | 4 | 12 | 6 | Freemans. | Fowey C. | 102 | 4 | 19 | 0 | Freemans. | | | |
| | | | | | ditto | 53 | 3 | 12 | 0 | Freemans. | ditto | 101 | 5 | 18 | 0 | Williams. | | | |
| | | | | | ditto | 52 | 4 | 16 | 6 | P. Grenfell | ditto | 100 | 5 | 8 | 0 | P. Grenfell | | | |
| | | | | | ditto | 43 | 2 | 12 | 6 | P. Grenfell's | Carbarrack | 47 | 4 | 19 | 0 | Williams. | | | |
| | | | | | ditto | 39 | 4 | 7 | 0 | Freemans. | ditto | 46 | 3 | 8 | 0 | Freemans. | | | |
| 1 | 2 | 3 | | | W. Jewell | 114 | 8 | 17 | 0 | Vigurs & Co. | ditto | 35 | 4 | 19 | 6 | Freemans. | | | |
| | | | | | ditto | 91 | 4 | 8 | 6 | Williams. | ditto | 26 | 1 | 17 | 0 | Williams. | | | |
| | | | | | ditto | 66 | 6 | 14 | 0 | Vigurs & Co. | W. Maiden | 30 | 5 | 6 | 0 | Freemans. | | | |
| | | | | | ditto | 64 | 4 | 15 | 0 | Williams. | Godolphin | 36 | 9 | 4 | 6 | Mines Royal | | | |
| | | | | | ditto | 62 | 4 | 15 | 6 | Mines Royal | ditto | 30 | 5 | 6 | 0 | Freemans. | | | |
| | | | | | ditto | 54 | 6 | 7 | 6 | Freemans. | ditto | 30 | 5 | 6 | 0 | Nevill & Co. | | | |
| | | | | | ditto | 53 | 6 | 10 | 6 | Freemans. | Poldice | 38 | 7 | 8 | 0 | P. Grenfell's | | | |
| | | | | | ditto | 22 | 3 | 7 | 6 | Vivians. | ditto | 42 | 4 | 3 | 6 | Freemans. | | | |
| | | | | | ditto | 16 | 6 | 2 | 6 | P. Grenfell's | ditto | 41 | 4 | 3 | 6 | Freemans. | | | |
| | | | | | Hallenham | 100 | 6 | 13 | 0 | Crown Co. | Cook's Kit. | 73 | 7 | 10 | 0 | Freemans. | | | |
| | | | | | ditto | 98 | 2 | 16 | 6 | Vivians. | ditto | 48 | 5 | 3 | 6 | P. Grenfell's | | | |
| | | | | | ditto | 89 | 5 | 5 | 6 | Mines Royal | ditto | 33 | 3 | 13 | 6 | Nevill & Co. | | | |
| | | | | | ditto | 87 | 3 | 14 | 0 | P. Grenfell's | Wh. Fleenty | 34 | 6 | 5 | 0 | Mines Royal | | | |
| | | | | | ditto | 80 | 2 | 16 | 0 | Vivians. | W. Tolgus | 22 | 3 | 15 | 0 | Freemans. | | | |
| | | | | | ditto | 38 | 2 | 14 | 0 | Freemans. | | | | | | | | | |

TOTAL PRODUCE.

| | | | | | |
|----------------|-----|------------|----------------|-----|-----------|
| Treavean | 971 | £5003 13 6 | Carharrack | 184 | £770 5 6 |
| Wheal Beagle | 542 | £316 3 0 | Wh. Maiden | 175 | £1493 2 6 |
| United Hills | 491 | £2054 11 0 | Godolphin | 171 | £864 9 6 |
| Consolidated | 390 | £669 3 0 | Poldice | 171 | £864 9 6 |
| Wh. Unity Wood | 366 | £1925 15 0 | Cook's Kitchen | 154 | £917 3 6 |
| Fowey Consols | 303 | £1640 16 0 | Wheal Plenty | 34 | £212 10 0 |

Average standard, 1111. 6s.—Average produce, 72.—Average price, 51. 17s. 6d.—Quantity of ore, 3743.—Quantity of fine copper, 287 tons 7 cwt.—Amount of money, 21,814. 4s. 0d.—Average standard of last sale, 1091. 1s.—Produce, 9.

Copper ores for sale on Thursday next, at Pearce's Hotel, Truro. Mines and parcels.—Consols Mines, 1303; Great St. George, 406; Fowey Consols, 356; Wheal Leane, 250; Wheal Ellen, 240; Wheal Change, 150; Levant, 117; East Crinns, 95; Wheal Prudence, 96; Pembroke, 48; Wheal Kitty, 22.—Total, 3609.

Copper ore for sale on Thursday week, at Serpell's, Pool. Mines and parcels.—Wheal Croft, Longlease, and Dundaen, 323; Dolcoath, 333; East Pool, 261; United Hills, 250; Fowey Consols, 256; Stray Park, 200; Trefort, 147; W. Lydia and South Towan, 141; South Wheal Bassett, 134; Wheal Trevaas, 101; Wheal Vyrran, 38; Wheal Sparrow, 16; Wheal Elizabeth, 12.—Total, 2810.

PURCHASES OF BLACK TIN AT TRELOWETH,

SEPTEMBER 11.

| Purchasers | Mines | Tons | Total | Price | Each Parcel | Total Amount |
|--------------------------------------|------------------|------|-------|---------|-------------|--------------|
| 1. P. GREEN, FELL & SONS | Marazion Mines | 2 | | £ s. d. | £ s. d. | £ s. d. |
| | Wheal Keeth | 14 | | 48 0 0 | 340 11 3 | |
| | Wheal Keeth | 14 | | 40 5 0 | 298 2 6 | |
| | Wheal Keeth | 14 | | 45 10 0 | 56 17 6 | |
| 2. BATTENAND SON. | Wheal Mary | 214 | | 46 7 6 | 997 1 3 | |
| | Socowaswell | 19 | | 51 2 6 | 971 7 6 | |
| | Wheal Keeth | 64 | | 45 0 0 | 45 0 0 | |
| | Wheal Keeth | 64 | | 46 15 0 | 303 17 6 | |
| | Wheal Keeth | 64 | | 55 2 6 | 358 6 3 | |
| 3. BOLITHOR, CARNE, CORNISH, and CO. | St. Ives Consols | 144 | | 44 7 6 | 643 8 9 | |
| | Charlestown U.M. | 5 | | 44 5 0 | 265 10 0 | |
| | Wheal Keeth | 10 | | 48 15 0 | 243 15 0 | |
| | Wheal Keeth | 21 | | 48 7 6 | 483 15 0 | |
| | Wheal Keeth | 21 | | 43 5 0 | 97 6 3 | |
| | Wheal Keeth | 64 | | 47 15 0 | 310 7 6 | |
| 4. WILLIAMS and CO. | St. Ives Consols | 94 | | 44 7 6 | 421 11 3 | |
| | Marazion Mines | 44 | | 44 5 0 | 177 0 0 | |
| | Carzize Consols | 12 | | 48 0 0 | 216 0 0 | |
| | Balteswidden | 10 | | 49 17 6 | 593 10 0 | |
| | Balteswidden | 10 | | 48 15 0 | 487 10 0 | |
| Bischo Bridge. | Great Work | 28 | | 51 10 0 | 1442 0 0 | |
| | | 180 | | | £8,683 17 6 | |

PURCHASES OF COPPER ORES AT REDRUTH,

SEPTEMBER 13.

| Purchasers. | Mines. | Tons. | Total | Price. | Amount. | Total Amount |
|------------------------------------|---------------------|-------|-------|---------|-----------|--------------|
| | | | | £ s. d. | £ s. d. | £ s. d. |
| MINES ROYAL | Wheal Friendship | 23 | | 11 15 6 | 270 10 0 | |
| 1. — | Relistian | 22 | | 2 18 6 | 64 7 0 | |
| — | Providence Mines | 86 | | 8 9 6 | 728 17 0 | |
| — | Wheal Speed | 49 | | 8 7 6 | 376 17 6 | |
| — | Wheal Providence | 35 | | 3 18 6 | 312 7 6 | |
| — | Wheal Providence | 47 | | 9 5 6 | 435 18 6 | |
| — | ..... | 20 | | 13 10 6 | 270 10 0 | |
| | | | 278 | | | 2459 14 0 |
| 2. VIVIAN and SONS. | Carnbrea | 102 | | 2 12 0 | 265 4 0 | |
| — | ..... | 78 | | 5 13 6 | 442 13 0 | |
| — | ..... | 45 | | 4 9 6 | 201 7 6 | |
| — | Wheal Friendship | 87 | | 6 4 6 | 541 11 6 | |
| — | ..... | 64 | | 5 16 0 | 371 4 0 | |
| — | ..... | 46 | | 13 4 6 | 608 7 0 | |
| — | ..... | 38 | | 5 14 0 | 219 9 0 | |
| — | ..... | 81 | | 6 6 0 | 510 6 0 | |
| — | ..... | 32 | | 5 18 6 | 189 12 0 | |
| — | Levant | 72 | | 12 18 0 | 928 16 0 | |
| — | Wheal Busy | 33 | | 3 7 6 | 111 7 6 | |
| — | Tresvaskus | 41 | | 9 9 0 | 387 9 0 | |
| | | | 719 | | | 4777 6 6 |
| 3. FREEMAN & CO. | Carnbrea | 88 | | 12 10 6 | 1102 4 0 | |
| — | ..... | 87 | | 5 8 0 | 469 16 0 | |
| — | ..... | 86 | | 6 2 0 | 524 12 0 | |
| — | ..... | 79 | | 5 15 0 | 454 5 0 | |
| — | ..... | 77 | | 6 15 6 | 521 15 6 | |
| — | ..... | 75 | | 6 12 6 | 291 15 6 | |
| — | ..... | 75 | | 5 3 6 | 358 2 6 | |
| — | ..... | 25 | | 3 2 0 | 77 10 0 | |
| | | | 553 | | | 3789 18 0 |
| 4. GREENFELL and Co. | Wheal Friendship | 47 | | 4 18 6 | 233 18 9 | |
| — | Fowey Consols | 70 | | 6 2 0 | 427 0 0 | |
| — | ..... | 32 | | 5 18 6 | 189 12 0 | |
| — | Wheal Buller | 91 | | 5 6 6 | 434 11 6 | |
| — | Relistian | 66 | | 5 8 0 | 356 8 0 | |
| — | ..... | 44 | | 5 6 0 | 237 12 0 | |
| — | ..... | 36 | | 18 16 6 | 641 7 6 | |
| — | Levant | 76 | | 15 8 0 | 1170 8 0 | |
| — | Providence Mines | 103 | | 6 1 0 | 623 3 0 | |
| — | ..... | 45 | | 8 7 6 | 376 17 6 | |
| — | Wheal Providence | 17 | | 4 3 6 | 70 19 6 | |
| | | | 624 | | | 4311 17 9 |
| 5. CROWN COPPER CO. | Tresavean | 101 | | 7 11 6 | 765 1 6 | |
| — | ..... | 88 | | 6 4 6 | 547 16 0 | |
| — | Wheal Providence | 29 | | 13 10 6 | 270 10 0 | |
| — | Gt. Wheal Charlotte | 24 | | 3 18 6 | 94 4 0 | |
| | | | 233 | | | 1677 11 6 |
| 6. SIMS, WILLIAMS, NEVILL, and Co. | Wheal Friendship | 47 | | 4 18 6 | 233 18 9 | |
| — | Wheal Prosper | 38 | | 5 14 0 | 219 9 0 | |
| — | Fowey Consols | 106 | | 5 17 6 | 6 15 0 | |
| — | Wheal Buller | 78 | | 11 16 6 | 92 7 0 | |
| — | ..... | 67 | | 4 9 6 | 299 16 6 | |
| — | ..... | 80 | | 5 5 6 | 422 0 0 | |
| — | Marazion | 76 | | 5 17 0 | 444 12 0 | |
| — | ..... | 73 | | 4 17 0 | 534 1 0 | |
| — | ..... | 55 | | 5 5 6 | 290 2 6 | |
| — | ..... | 81 | | 6 0 6 | 216 18 0 | |
| — | ..... | 28 | | 8 3 6 | 228 18 0 | |
| — | Wheal Busy | 33 | | 3 7 6 | 111 7 6 | |
| — | ..... | 30 | | 2 5 6 | 68 5 0 | |
| — | Wheal Speed | 63 | | 4 16 0 | 302 8 0 | |
| — | ..... | 18 | | 3 6 0 | 59 8 0 | |
| — | Gt. Wheal Charlotte | 52 | | 3 14 0 | 192 8 0 | |
| — | ..... | 24 | | 3 18 6 | 94 4 0 | |
| | | | 900 | | | 5082 18 3 |
| 7. WILLIAMS and Co. | Levant | 67 | | 17 11 0 | 1175 17 0 | |
| — | Wheal Cook | 7 | | 10 10 6 | 73 13 6 | |
| | | | 74 | | | 1249 10 6 |
| 8. VIGURS and Co. | Carnbrea | 38 | | 6 12 6 | 251 15 0 | |
| — | ..... | 32 | | 7 6 6 | 380 18 0 | |
| — | Tresavean | 100 | | 9 17 6 | 987 10 0 | |
| — | Wheal Busy | 44 | | 3 3 6 | 139 14 0 | |
| | | | 234 | | | 1759 17 0 |

PRICES OF STOCKS.

| ENGLISH PUBLIC FUNDS | | | | | | |
|---------------------------------------|-----------|----------|-----------|------------|-----------|----------|
| | Saturday. | Monday. | Tuesday. | Wednesday. | Thursday. | Friday |
| BANK STOCK, 8 per Cent. | ... | ... | ... | ... | ... | ... |
| 3 per Cent. Red. Anns. | 94 3/4 | 94 1/4 | 94 3/4 | 93 3/4 | 93 3/4 | 93 3/4 |
| 3 per Cent. Consols. | ... | ... | ... | ... | ... | ... |
| 3 3/4 per Cent. Anns. | 1818. | ... | ... | ... | ... | ... |
| 3 per Cent. Anns. | 1726. | ... | ... | ... | ... | ... |
| 3 3/4 per Cent. Red. Anns. | ... | ... | ... | 102 1/2 | ... | 102 1/2 |
| New 3 3/4 per Cent. Anns. | 102 1 1/2 | 101 1/2 | 102 1 1/2 | 101 1/2 | 10 3/4 | 101 1/2 |
| New 3 per Cent. | ... | ... | ... | ... | ... | ... |
| Long Anns. | 1859. | 1858 | 1858 | 1858 | ... | ... |
| Anns. for 30 Years 1859. | ... | ... | 1858 | ... | ... | ... |
| Ditto. | 1860. | 1858 | ... | ... | ... | ... |
| India Stock, 10 1/2 per Cent. | ... | 263 1/2 | ... | 264 1/4 | 264 | 264 |
| South Sea Stock, 3 1/2 per Cent. | ... | ... | ... | ... | ... | ... |
| Ditto Old Ann. 3 per Cent. | ... | ... | ... | ... | ... | ... |
| Ditto New Ann. 3 per Cent. | ... | 92 | ... | ... | ... | ... |
| 3 per Cent. Anns. | 1751 | ... | ... | ... | ... | ... |
| India Bonds, 3 per Cent. | 71 7/8 p | ... | ... | 72 p | 69 p | 69 7/8 p |
| Exchequer Bills, 2d. £1000. | 70 7/2 | 72 7/2 p | 70 7/2 | 70 7/2 | 69 7/2 | 70 7/2 |
| Ditto £500. | 73 7/2 | 72 7/2 | 70 7/2 | 72 7/2 | 71 | 69 7/2 |
| Ditto £1000. Small. | 71 1/4 | 73 7/8 | 73 7/8 | 71 7/8 | 70 7/2 | 72 7/2 |
| Ditto £1000. Cons. | 74 1/4 | 73 1/4 | 73 1/4 | 71 1/4 | 70 7/2 | 72 7/2 |
| 3 p. Cent. Cons. for Ac. Oct. 16 | 94 1/2 | 94 1/2 | 94 1/2 | 93 1/2 | 93 1/2 | 94 |
| India Stock for Ac. Oct. 16 | ... | ... | ... | ... | ... | ... |
| Bank Stock for Ac. Oct. 16 | 208 1/2 | ... | ... | 209 1/2 | ... | ... |

BANK OF ENGLAND.—TRANSFER BOOKS.

| | SHUT. | | | OPEN. | | |
|----------------------------|------------|----------|----|-----------|----------|-------|
| Bank Stock | Tuesday, | Sept. 4, | " | Tuesday, | Oct. 16, | 1838. |
| 2 per Cent. Reduced | Tuesday, | " | 4, | Tuesday, | " | 23, |
| 3 per Cent. Reduced | Tuesday, | " | 4, | Tuesday, | " | 23, |
| 24 per Cent. 1818 | Tuesday, | " | 4, | Tuesday, | " | 16, |
| Long Annuities | Saturday, | " | 1, | Monday, | " | 22, |
| Annuities 1819 | Saturday, | " | 1, | Thursday, | " | 18, |
| Old South Sea Annuities .. | Wednesday, | " | 5, | Friday, | " | 19, |

FOREIGN STOCKS.

| | Thursday | Monday | Tuesday | Wednesday | Thursday | Friday |
|---|----------|--------|---------|-----------|----------|--------|
| Austrian, 5 per Cent. .... | ..... | ..... | ..... | ..... | ..... | ..... |
| Belgian, 5 per Cent. .... | ..... | 103½ | ..... | ..... | 103½ | 103½ |
| Brazilian 84½ | 84½ | 84½ | 84½ | 84½ | 84½ | 84½ |
| Ditto, 1829 84½ | 84½ | 84½ | 84½ | 84½ | 84½ | 84½ |
| Buenos Ayres, 6 per Cent. .... | ..... | ..... | ..... | ..... | ..... | ..... |
| Cuba, 6 per Cent. .... | ..... | ..... | ..... | ..... | ..... | ..... |
| Chilian, 5 per Cent. .... | ..... | ..... | ..... | ..... | ..... | 24 |
| Colombian, 5 per Cent. .... | ..... | ..... | ..... | ..... | ..... | ..... |
| Ditto, 1824, ditto 25½ | 25½ | 25½ | 25½ | 25½ | 25½ | 25½ |
| Danish, 3 per Cent. .... | ..... | 70½ | 77 | ..... | ..... | 25½ |
| Greek, 5 per Cent. .... | ..... | ..... | ..... | ..... | ..... | ..... |
| Ditto, 1825, 5 per Cent. .... | ..... | ..... | ..... | ..... | ..... | ..... |
| Mexican, 5 per Cent. .... | ..... | ..... | ..... | ..... | ..... | ..... |
| Ditto, deferred do. .... | ..... | ..... | ..... | ..... | ..... | ..... |
| Ditto, 1826, 5 per Cent. .... | ..... | ..... | ..... | 22½ | 3 | ..... |
| Ditto, def. do., 5 per Cent. .... | ..... | ..... | ..... | ..... | ..... | ..... |
| Neapolitan, 5 per Cent., 1824 22½ | 22½ | 22½ | 22½ | 22½ | 22½ | 22½ |
| Peruvian, 6 per Cent. .... | ..... | ..... | ..... | ..... | ..... | ..... |
| Portuguese, 5 per Cent. | 75 | ..... | ..... | 74½ | 75½ | ..... |
| Ditto, New 5 per Cent. 36 | 35½ | 35 4½ | 34½ | 34½ | 34½ | 34½ |
| Ditto, 3 per Cent. 23½ | 23 2½ | 22½ | 22½ | 22½ | 22½ | 22½ |
| Prussian, 4 per Cent. .... | ..... | ..... | ..... | ..... | ..... | ..... |
| Russian, 1825, 3 per Cent. 19½ | 19½ | 18½ | 11½ | 12 | 112 | ..... |
| Spanish, 5 per Cent. | 19½ | 19½ | 19½ | 19½ | 19½ | 19½ |
| Ditto, passive 8 | 7½ | ..... | ..... | ..... | ..... | ..... |
| Ditto, deierrel 52½ | 52½ | 52½ | 52½ | 52½ | 52½ | 52½ |
| Dutch, 23 per Cent. | 102½ | 102½ | 102½ | 102½ | 102½ | 102½ |
| Ditto, 5 per Cent. 103 2½ | 102½ | 102½ | 102½ | 102½ | 102½ | 102½ |
| Ditto, New, 1837 103 2½ | 100½ | 100½ | 100½ | 100½ | 100½ | 100½ |

FRENCH FUNDS.

| | PARIS. | | | | | LONDON. | |
|----------------------|-----------|-----------|-----------|-----------|-----------|-----------|----------|
| | Sept 13 | Sept 15 | Sept 17 | Sept 18 | Sept 19 | Sept 20 | Sept 21. |
| 5 per Cent. Ann. . . | 1091.13c. | 1091.50c. | 1091.45c. | 1091.55c. | 1091.35c. | .... | .... |
| do on Lond. 1 m. . | 297. 00c. | 297. 00c. | 297. 00c. | 297. 00c. | 297. 00c. | .... | .... |
| do do 3 m. | 297. 00c. | 297. 00c. | 297. 00c. | 297. 00c. | 297. 00c. | .... | .... |
| 4 per Cent. Ann. . . | .... | .... | .... | 1047.55c. | .... | .... | .... |
| Exchange . . . . . | .... | .... | .... | 1047.55c. | .... | .... | .... |
| 5 per Cent. Ann. . . | 1027.50c. | 1027.50c. | 1027.50c. | 1027.50c. | 1027.50c. | .... | .... |
| Exchange . . . . . | .... | .... | .... | .... | .... | .... | .... |
| 5 per cent. | 807. 75c | 807. 90c. | 807. 85c. | 807. 75c. | 807. 90c. | 807. 50c. | .... |
| Exchange . . . . . | .... | .... | .... | .... | .... | 257. 80c. | .... |
| Bank Shares | 2640f. | 2640f. | 2640f. | 2630f. | 2630f. | .... | .... |

IRISH FUNDS,

| Sept. 20, 1838. | | | | |
|--------------------------|-----------------|-----|---|-----|
| Bank Stock | ..... | 188 | | |
| Government Debt | 34 per ct. 93 | | | |
| City Stock | 34 per ct. 100 | | | |
| City New | 34 per ct. 101 | | | |
| City ditto, reduced | 4 per ct. 101 | | | |
| Consols | 3 per ct. 94 | | | |
| City Debt | 4 per ct. 65 | | | |
| Exchange Bills | 24d per diam 23 | | | |
| Royal Canal Stock | ..... |  |  | 234 |
| Patricot Insurance | ..... | 10 | 0 | 6 |
| Provin. Bank of Ireland | 25 | 0 | 0 | |
| Hibernian Bank | 25 | 0 | 0 | 25 |
| Grand Canal Stock | ..... |  |  | 294 |
| Co. of Ireland | 7 | 0 | 0 | |
| City of Dublin Steam Co. | 160 | 0 | 0 | 116 |
| Kingstown Railway | 60 | 0 | 0 | |

AMERICAN FUNDS.

| | London | America | | London | America |
|-----------------------|--------|---------|------------------------------------|--------|---------|
| New York 5 1858 | 94 1/2 | 103 5/8 | Louisiana 5 1844, 7, 50, 2 | 95 1/2 | |
| 5 1856, 7 | | | Mississippi .. 6 1861, 6, 71 | 96 | |
| 5 1860 | 94 5/8 | | INCORPORATED BANKS. | | |
| 5 1870, 40, 41 | | | Per Cent. | | |
| 5 1875 | | | United States | 25 | 122 3/4 |
| 5 1880, 4 | 92 1/2 | | Louisiana State .. 16 1870 | | |
| 5 1885 | 94 | | Bank of Louisiana 5 1870 | | |
| 5 1890 | 95 | | N. Orleans, Canal & B. Co. | 90 | 95 |
| 5 1890, 62 | | | City Bank | | |
| 5 1895 | | | New York Life and Trust 5 | | |
| Maryland 6 1870 | 101 | | Tennessee Planters 9 | 97 | 100 |
| Ohio | | | Mississippi .. 10 | 98 | 100 |
| | | | Exchange at New York .. | 107 | 8 |

COURSE OF EXCHANGE.
FRIDAY, Sept. 21, 1888.

| | Price fixed | Price negotiated on Change. | | Price fixed | Price negotiated on Change. |
|--------------------------------|-------------|-----------------------------|--------|--------------------|-----------------------------|
| Amsterdam | 12 5½ | 12 4½ | 12 4½ | Seville | 36 — |
| Atto at sight | 12 3½ | 12 2½ | — | Gibraltar p. h. d. | 48 — |
| London | 12 6 | 12 4½ | — | Leghorn | 31½ 31½ 31½ |
| Antwerp | 12 4½ | 12 3½ | 12 3½ | Genoa | 25 95 25 87½ 25 90 |
| Bombay <i>Mcs. B.</i> | 13 12½ | 13 11½ | — | Milan | 31 — |
| Batavia | 12 12½ | — | — | Venice, p. 6 A. L. | 46 — |
| Bombay, 3 days' sight | 25 60 | 25 42½ | 25 47½ | Naples | 39 39½ 39½ |
| Calcutta | 25 85 | 25 70 | 25 65 | Palermo | 117½ 02 117½ 118 |
| Cardiff | 25 90 | 25 75 | 25 70 | Lisbon | 53 52½ 53½ |
| Canton | 163 — | 152½ | 152½ | Oporto | 52½ 53 53½ |
| Cebu | 163 — | 152½ | 152½ | Rio Janeiro | 27½ — |
| Canton, <i>cwr. dtd.</i> | 7 3 | — | — | Bahia | 17 — |
| Canton <i>etc.</i> | 10 13 | 10 11 | 10 11½ | Buenos Ayres | 24 — |
| Canton ditto | 10 14 | 10 12 | 10 12½ | Dubli | 17 — |
| Canton | 36½ | 37 | 37½ | Cork | 1½ — |
| Canton | 37 | 37½ | 37½ | Madras | — |
| Canton | 36 | — | — | Calcutta | — |
| Canton | 35 | — | — | New York & Philad | — |

PRICES OF METALS.

[illegible]

TIDE TABLE.

| HIGH WATER AT LONDON BRIDGE, from September 22 to 28. | | | | | | | |
|---|--------|---------|-------|--------|-------|--------|---------|
| | Satur. | Sunday. | Mond. | Tuesd. | Wedn. | Thurs. | Friday. |
| morning | 3 45 | 4 8 | 4 38 | 5 14 | 5 55 | 6 44 | 7 56 |
| noon | 3 56 | 4 22 | 4 55 | 5 34 | 6 18 | 7 15 | 8 43 |

PRICES OF SHARES.

| BRITISH MINES. | | | | | | |
|-------------------|-----------------------------|--------------------|---------------|-------------------|------------------|-------------------|
| No. of Shares. | NAME OF COMPANY. | Amount Paid up. | Gold paid. | Highest Price. | Lowest Price. | Present Price. |
| 1,800 | Arigna Iron & Coal Co. | 50 | 38 | .. | .. | — |
| 4,000 | Bissoe Bridge | 5 | 4 | 1 | 1 | — |
| 8,000 | Blannavon | 50 | 40 | 40 | 40 | 40 |
| 5,000 | Boringdon Park | 20 | 3 | 4 | 4 | 4 |
| 8,000 | British Tin | 24 | 2 | .. | .. | — |
| 20,000 | British Iron | 50 | 40 | 9 | 10 | 9 |
| 100 | Coper Bottom | .. | 41 | 47 | 56 | 57 |
| 2,000 | Corubian Lead Co. | .. | 34 | 3 | 3 | 3 |
| 6,000 | Cornwall Great United .. | 12 | 9 | 2 | 14 | 14 |
| 5,000 | Dartmoor Consols | 5 | 34 | 24 | 24 | 24 |
| 10,000 | Durham County Coal Co. | 50 | 28 | .. | .. | — |
| 2,000 | East Cornwall Tin, &c. | 6 | 6 | 5 | 5 | 5 |
| 2,560 | East Welsh Strawberry .. | 10 | 64 | 34 | 34 | 34 |
| 1,500 | East Mulberry Hills | .. | 2 | 3 | 3 | 3 |
| 4,000 | English | 25 | 12 | 7 | 7 | 7 |
| 10,000 | Hibernian | 100 | 10 | 93 | 10 | 93 |
| 1,000 | Holmbush | 100 | 10 | 13 | 13 | 13 |
| 12,000 | Kellwerris | 3 | 23 | 4 | 4 | 4 |
| 20,000 | Mining Co. of Ireland | 25 | 7 | 10 | 10 | 10 |
| 6,000 | Perran Consols | 5 | 34 | 3 | 3 | 3 |
| 1,000 | Poiborou Consols | 10 | 10 | 45 | 44 | 44 |
| 6,000 | Poibreen | 5 | 3 | 5 | 5 | 5 |
| 2,000 | Relistian | .. | 284 | 28 | 28 | 28 |
| 5,000 | Redmoor Consolidated | 5 | 41 | 42 | 42 | 42 |
| 1,000 | Rhymney Consols | 5 | 22 | 29 | 29 | 29 |
| 5,000 | South Wheal Leisure | 5 | 2 | 4 | 4 | 4 |
| 8,000 | St. Hilary | 24 | 14 | 9 | 9 | 9 |
| 800 | South Towan | 10 | 10 | 9 | 9 | 9 |
| 4,000 | Tregollan | 5 | 24 | 24 | 24 | 24 |
| 6,000 | Trevorus | 5 | 5 | 2 | 2 | 2 |
| 4,565 | Treleigh Consols | 5 | 32 | 1 | 2 | 1 |
| 4,505 | Tamar Consols | 5 | 3 | 5 | 4 | 4 |
| 6,000 | Tin Croft | 10 | 64 | 64 | 64 | 64 |
| 195 | Trevausk | .. | 66 | 100 | 100 | 100 |
| 3,000 | Trevelva | 10 | 6 | 4 | 4 | 4 |
| 4,000 | United Hills | 5 | 5 | 12 | 12 | 12 |
| 2,000 | Wendron | 8 | 4 | 4 | 4 | 4 |
| 3,300 | West Cork | 50 | 50 | .. | .. | — |
| 5,000 | Wheal Brothers | 20 | 20 | 4 | 4 | 4 |
| 3,000 | Wheal Osborne | 10 | 10 | 24 | 24 | 24 |
| 5,000 | Wh. Harn. & Montague .. | 10 | 10 | 94 | 94 | 94 |
| 12,000 | West Treavean | 5 | 2 | 4 | 4 | 4 |
| 6,000 | Wicklow Consols | 5 | 2 | 3 | 3 | 3 |
| 5,520 | West Welsh Jewel | 5 | 5 | 13 | 14 | 14 |
| 6,000 | Wheal Gilbert | 3 | 34 | 2 | 2 | 2 |
| 800 | Wherry Mine | 15 | 11 | 124 | 12 | 124 |
| 20,000 | Western Mining Assn. | 5 | 1 | .. | .. | — |
| | Wheal Sisters | .. | 4 | .. | .. | — |

FOREIGN MINES.

| | | | | | |
|--------|----------------------------|-----|--------|--------|--------|
| 10,000 | Aitau Mining Company | 15 | 12 1/2 | 12 | 12 1/2 |
| 10,000 | Anglo Mexican Co. | 100 | 100 | 5 | 3 3/3 |
| 3,374 | Do. Subscription | 25 | 25 | 24 | 34 3/4 |
| | Do. Mint | | | 12 | 13 1/2 |
| 2,000 | Bolanos | 150 | 150 | 70 | 70 70 |
| | Ditto Scrip | | | 25 | 43 43 |
| 0,000 | Brazilian Imperial | 35 | 20 | 18 | 18 18 |
| 0,000 | Bolivar | 20 | 20 | 24 1/2 | 22 1/4 |
| 0,000 | Ditto Scrip | 10 | 10 | 3 | 3 3/3 |
| 0,000 | Cata Branca } Brazilian | 10 | 72 | 84 | 8 8 |
| 0,000 | Conceicao } Co. | 10 | 29 | 24 | 2 1/2 |
| 0,000 | Candonga Mining Co. | 20 | 20 | 7 | 7 7 |
| 5,500 | Cobre Copper Company | 55 | 55 | 35 | 35 35 |
| 5,500 | Colombian Co. regis. | 55 | 55 | 34 | 34 3/4 |
| 1,500 | Ditto, New. | 11 | 11 | | — |
| 0,000 | Copiapo Mining Co. | 20 | 13 1/2 | 104 | 104 |
| 70,000 | General Mining Association | 20 | 16 | 104 | 104 |
| 5,351 | Mexican Company | 60 | 554 | 5 | 5 3/3 |
| 6,000 | Mocabaas and Cocaes | 25 | 25 | 10 | 10 10 |
| 5,000 | Minas Geraes | 20 | 10 | 7 | 6 1/2 |
| | New Granada | 10 | 5 | | — |
| 4,582 | { Real del Monte, regis. | 342 | 534 | 10 | 10 10 |
| | { Do. unregistered | 342 | 14 | | 104 |
| | { Loan Notes | 150 | 50 | 160 | 160 |
| 2,500 | Rio de Auori | | 24 | | — |
| 1,000 | St. John d'el Rey | 20 | 14 | 55 | 54 1/2 |
| 0,000 | United Mexican | 40 | 40 | 3 | 3 3/3 |
| | Red New Scrip | | 5 | 22 | 22 1/2 |
| | Black Scrip | | 5 | 4 | 3 1/4 |
| | Union Gold | | 98 | | — |
| 5,000 | Zacatecas Mining Co. | 5 | 4 | 32 | 4 |

RAILWAYS.

| | | | | | | |
|-------|----------------------------------|-----|-----|-----|-----|------|
| 2,500 | Aylesbury | 20 | 6 | .. | .. | .. |
| 500 | Birmingham and Derby | 100 | 40 | 32 | 31 | 32 |
| 500 | Birmingham & Gloucester | 100 | 30 | 18½ | 18½ | 18 |
| 500 | Birm. & Strat. & T. & Junc. | 20 | 12 | .. | .. | .. |
| 650 | Bolton and Leigh | 100 | 100 | 64½ | 64½ | 64½ |
| 641 | Ditto & Shares | 25 | 25 | .. | .. | .. |
| 100 | Bristol and Exeter | 100 | 15 | 8½ | 8½ | 8½ |
| 172 | Cant. & Whitstable | 50 | 50 | .. | .. | .. |
| 350 | Cheltenham | 100 | 100 | 12½ | 12½ | 12½ |
| 350 | Chester & Birkenhead | .. | 15 | 18½ | 18½ | 18½ |
| 000 | Chester and Crewe | 50 | 10 | .. | .. | .. |
| 500 | Ditto Exeter | 3 | 3 | 92½ | 92½ | 92½ |
| 500 | Cheltenham & Gt. Western | 100 | 12½ | 13½ | 13½ | 13½ |
| 500 | Chert. Oxford and Tring | 100 | 50 | 6½ | 6½ | 6½ |
| 000 | Clarence | 100 | 100 | 35 | 35 | 35 |
| 000 | Dublin and Drogheda | 100 | 10 | 6 | 6 | 6 |
| 000 | Dublin and Kingstown | .. | 60 | 70 | 70 | 70 |
| 000 | Dublin and Kilkenny | 100 | 5 | 8 | 8 | 8 |
| 500 | Durham Junction | 100 | 10 | .. | .. | .. |
| 500 | Durham S. W. Junction | 20 | 34 | .. | .. | .. |
| 043 | Durham & Sunderland | 50 | 50 | 40 | 40 | 40 |
| 000 | Deftford Junction | 20 | 1 | 17½ | 18 | 18 ½ |
| 000 | Eastern Counties | 25 | 74 | 58 | 54 | 54 |
| 000 | Edinb. Leith & Newha. | 20 | 5 | 44 | 44 | 44 |
| 000 | Edinburgh & Glasgow | 50 | 5 | 44 | 44 | 44 |
| 500 | Forest of Dean | 50 | 50 | 40 | 40 | 40 |
| 500 | Glasg., Paisley & Ayrsh. | 10 | 10 | 9½ | 9½ | 9½ |
| 000 | Glasg., Paisley, & Green. | 25 | 6 | 6 | 6 | 6 |
| 018 | Grand Junction | 100 | 100 | 185 | 185 | 185 |
| 018 | Do. New | 50 | 40 | 47½ | 47½ | 47½ |
| 000 | Great North of England | 100 | 18 | 9 | 9 | 9 |
| 000 | Great Western | 100 | 65 | 88 | 79½ | 83 |
| 000 | Hartlepool | 100 | 100 | 100 | 100 | 100 |
| 000 | Hull and Selby | 50 | 20 | 12 | 12 | 12 |
| 500 | Ken. & Leigh Junction | 100 | 100 | .. | .. | .. |

PRICES OF SHARES.

| MISCELLANEOUS. | | | | | | |
|----------------|--|-------------------|--------------|----------------|----------------|-----------------|
| No. of Shares. | NAME OF COMPANY. | Amount of Shares. | Amount paid. | Highest Price. | Present Price. | Previous Price. |
| 10,000 | Anglo Mexican Mint | 10 | 10 | 104 | 104 | 104 |
| 10,000 | Anti Dry Rot..... | 174 | 174 | 134 | 134 | 134 |
| 10,000 | Asphalte (Clairage)..... | 20 | 20 | 4 | 3 | 4 |
| 10,000 | Australian Agricultur..... | 100 | 27 1/2 | 45 | 45 | 45 |
| 1,080 | Auction Mart..... | 50 | 50 | — | — | — |
| 8,600 | Brit. Rail & Patent Sails..... | 8 | 35 | 12 | 12 | 12 |
| 8,000 | Bahia Sails..... | 10 | 4 | 1 | 1 | 1 |
| — | British Alkali..... | — | 25 | 30 | 30 | 30 |
| 6,000 | Brit. Amer. Land Co..... | — | 28 | 11 | 10 | 11 |
| 20,000 | Brit. Agric. Loan Co..... | 105 | 5 | — | — | — |
| 10,000 | Canada Company..... | 100 | 30 | 29 | 28 1/2 | 29 |
| 200,000 | Canada (Upper) Bonds | — | 95 | 95 | 95 | 95 |
| 5,000 | Eastern Coast of Central America (Deb. | 20 | 14 | 8 | 8 | 8 |
| 75 | Covent Garden Tr. Rm. | 500 | — | — | — | — |
| 300 | Dry Land Co..... | 500 | — | — | — | — |
| 5,000 | Droitwich Patent Salt..... | 25 | — | — | — | — |
| 2,122 | D. Proprietors..... | 100 | — | — | — | — |
| 10,000 | Edinbur. & Leith Glass..... | — | 16 | — | — | — |
| 2,500 | Essex Marine Salt..... | 20 | 8 | — | — | — |
| 1,000 | Equitable Discount Co..... | 100 | 25 | — | — | — |
| 20,000 | General Steam Navig..... | 15 | 14 | 23 1/2 | 23 1/2 | 23 1/2 |
| 2,100 | Hungford Market..... | 100 | — | — | — | — |
| 10,000 | Irish Waste Land Co..... | 50 | 1 | 8 | 8 | 8 |
| 8,000 | London River, Inter-Soc..... | 50 | 10 | 6 | 6 | 6 |
| 1,800 | London Corn Exchan..... | — | 25 | 25 | 25 | 25 |
| 8,000 | London C. Cautchouc Co..... | 124 | 124 | 9 | 8 1/2 | 9 |
| 50,000 | London Equit. Loan Co..... | 10 | 2 | — | — | — |
| 10,000 | Mexican South Amer..... | 5 | 6 1/2 | 6 1/2 | 6 1/2 | 6 1/2 |
| — | New Corn Ex..... | — | 37 1/2 | 21 1/2 | 21 1/2 | 21 1/2 |
| — | New Brunswick (Land) | — | 50 | 10 | 10 | 10 |
| 20,000 | Mexican, New..... | 10 | 3 | — | — | — |
| 10,000 | Rio Doce..... | 23 | 4 | 2 1/2 | 2 1/2 | 2 1/2 |
| 2,734 | Rever. Interest Society | 100 | 10 | 13 1/2 | 13 1/2 | 13 1/2 |
| 2,683 | Ditto New..... | 100 | 70 | 96 | 96 | 96 |
| 220 | S. Devon Shipping Co..... | 50 | 50 | — | — | — |
| 2,000 | Shotts Iron Foundry..... | — | 28 | — | — | — |
| 10,000 | South Australian Co..... | 25 | 74 | 82 1/2 | 82 1/2 | 82 1/2 |
| 10,000 | Safety Carriage Co..... | 5 | 3 | 3 1/2 | 3 1/2 | 3 1/2 |
| 4,000 | Thames Tunnel..... | 50 | 50 | 8 | 8 | 8 |
| 10,000 | Van Dieman's Land..... | 100 | 17 1/2 | 11 1/2 | 11 1/2 | 11 1/2 |

CANALS.

| No. of Shares. | NAME OF COMPANY. | Amount of Stock Issued. | Amount Paid Up. | Price. | Dividend per Ann. Dividend Paid. | Dividend Payable |
|-------------------|-----------------------------|-------------------------------|--------------------|--------|---|---------------------|
| 1,760 | Ashton and Oldham... | 98 | 98 | 135 | 7 | Mar. |
| 1,450 | Ashby-de-la-Zouch... | 113 | 113 | 55 | 4 | Oct. |
| 200 | Barnsley... | 160 | 160 | 260 | 13 | Jan. |
| 1,250 | Basingstoke... | 100 | 100 | ... | ... | ... |
| 1,005 | Brecknock and Abergav... | 150 | 150 | 5 | 5 | Jan. |
| 8,000 | Birmingham, 1-16th Share... | 792 | 792 | 290 | 14 | June |
| 4,900 | Do. & Liverpool Junction... | 120 | 100 | 244 | ... | ... |
| 477 | Bolton and Bury... | ... | 250 | ... | 6 | Jan. |
| 712 | Bridgewater & Taunton... | 100 | 100 | ... | 3 | Aug. |
| 100 | Chelmer & Blackwater... | 100 | 100 | 102 | ... | Jan. |
| 16,000 | Carlisle... | ... | 214 | ... | ... | ... |
| 500 | Coventry... | 109 | 100 | 45 | 4 | Nov. |
| 1,500 | Cheshirefield... | 100 | 100 | ... | ... | ... |
| 460 | Cromford... | 100 | 100 | 340 | 1 | Jan. |
| 4,546 | Croydon... | 314 | 314 | ... | ... | ... |
| 11,810 | Do. Bonds... | ... | ... | ... | 5 | Oct. |
| 2,000 | Daunbe and Mayne... | ... | ... | ... | 4 | ... |
| 2,000 | Dudley... | 100 | 100 | 83 | ... | ... |
| 600 | Derby... | 100 | 100 | 122 | 11 | Jan. |
| 3,575 | Ellesmere & Chester... | 133 | 133 | 77 | 3 | Sept. |
| 231 | Erewash... | 100 | 100 | 700 | 46 | Oct. |
| 1,297 | Forth and Clyde... | 400 | 400 | 57 | 28 | Jan. |
| 11,900 | Grand Junction... | 100 | 100 | 206 | 10 | June |
| 2,834 | Grand Union... | 100 | 100 | 25 | 1 | Oct. |
| 500 | Grand Trunkway... | 100 | 100 | ... | ... | Sept. |
| 200 | Do. (optional) Notes... | 100 | 100 | 63 | 4 | Dec. |
| 3,096 | Grand Western... | 100 | 100 | ... | ... | ... |
| 600 | Glamorganshire... | 172 | 172 | ... | 13 | Sept. |
| 1,960 | Glamorgant & Berkley... | 100 | 100 | ... | ... | ... |
| 269 | Do. (optional) Notes... | 60 | 60 | ... | ... | ... |
| 749 | Grantham... | 150 | 150 | 202 | 16 | May |
| 6,233 | Huddersfield... | 571 | 571 | 37 | 2 | Sept. |
| 700 | Ken... | 100 | 100 | 19 | ... | ... |
| 25,328 | Kennet and Avon... | 40 | 40 | 253 | 14 | Sept. |
| 1,694 | Lancaster... | 473 | 473 | 24 | 13 | Mar. |
| 2,897 | Leeds and Liverpool... | 100 | 100 | 670 | 24 | Nov. |
| 18 | Leeds & Liverpi. New... | 80 | ... | ... | 16 | May |
| 545 | Leicester... | 140 | 140 | 220 | 13 | Jan. |
| 1,897 | Leicester & Northam... | 834 | 834 | 91 | 6 | Dec. |
| 550 | Lisk, and Looe Un... | 25 | 25 | ... | ... | ... |
| 700 | Loughborough... | 423 | 1423 | 2100 | 162 | Jan. |
| ... | Manches., Bol. & Bury... | 48 | ... | ... | ... | ... |
| 2,409 | Mouthmouthshire... | 100 | 100 | 200 | 10 | Dec. |
| 700 | Montgomeryshire... | 100 | 100 | 100 | 44 | Aug. |
| 250 | Melton Mowbray... | 100 | 100 | 200 | 10 | July |
| 500 | Mersey and Irwell... | 100 | 100 | 565 | 25 | Oct. |
| 3,000 | Macclesfield... | 100 | 100 | 52 | 13 | ... |
| 20 | North... | 100 | 100 | 325 | 17 | Sept. |
| 100 | Nene Navig. & Boat... | 100 | 100 | ... | ... | ... |
| 1,786 | Oxford... | 100 | 100 | 630 | 30 | July |

ASSURANCE COMPANIES.

| | | | | | | | |
|-----|------------------------|------|------|------|--------|-------|------|
| 000 | Albion | 500 | 50 | 80 | 34 | Dec. | |
| 000 | Alliance Brit. & Forc. | 100 | 104 | 142 | 6 | Oct. | |
| 000 | Do. Marine | 100 | 5 | 62 | 6 | Jan. | |
| 000 | Atlas | 50 | 5 | 144 | 8 | July | 4,80 |
| 000 | Birmingham Fire... | 250 | 50 | 107 | 5 | May | 42 |
| 000 | British Mercantile | 50 | 50 | 40 | 4 | Sep. | 4,00 |
| 000 | British Commercial | 50 | 6 | 6 | Dec. | 5,50 | |
| 000 | Cler. Med. & Gen. Life | 100 | 23 | 4 | 5 Aug. | 5,50 | |
| 000 | County Company | 100 | 10 | 404 | 24 | Dec. | 5,40 |
| 000 | Eagle | 50 | 5 | 52 | 3 | Oct. | 2,00 |
| 200 | Economic Life | 1060 | 250 | 375 | 5 | Jan. | 3,70 |
| 000 | Edinburgh Life... | 100 | 20 | 20 | 12 | Jan. | 1,50 |
| 000 | European | 20 | 20 | 22 | 12 | Jan. | 6,48 |
| 000 | Ditto New | 20 | 2 | 13 | 28 | Jan. | 8,40 |
| 000 | Globe | 100 | 100 | 1434 | 7 | Dec. | 8,48 |
| 000 | Guardian | 100 | 27 | 35 | 5 | July | 4,35 |
| 500 | Hercules | 10 | 10 | 54 | — | — | — |
| 000 | Hope | 50 | 5 | 6 | 66 | Sep. | 1,00 |
| 000 | Imperial Fire... | 500 | 50 | 137 | 52 | Dec. | 8,30 |
| 000 | Imperial | 100 | 10 | 104 | 5 | Sept. | 1,86 |
| 458 | Imperial Marine | 100 | 52 | 254 | 5 | Sep. | 1,86 |
| 000 | Insurance Co. of Scot. | 10 | 10 | — | — | — | — |
| 020 | Kent Fire | 50 | 50 | — | 34 | Feb. | — |
| 000 | Do. Life | 10 | 79 | 3 | — | — | — |
| 000 | Law Life | 100 | 10 | 36 | 16 | April | 3 |
| 000 | Liverp. Marine Assur. | — | 25 | 164 | — | — | 2,00 |
| 000 | London, Fire... | 25 | 123 | 168 | 4 | Sep. | 2,00 |
| 000 | London Ship | 25 | 123 | 168 | 4 | Sep. | 4 |
| 000 | North British | 10 | 10 | — | — | — | — |
| 000 | National Life | 100 | 5 | 10 | 8 | July | 11,6 |
| 000 | Palladium Life | 50 | 2 | 24 | 5 | Jan. | — |
| 000 | Protector Life | — | 1 | 2 | 4 | — | — |
| 500 | Provident Life | 100 | 10 | 20 | 7 | Oct. | — |
| 000 | Rock Life | 20 | 1 | 22 | 58 | Oct. | 4,00 |
| 000 | Scottish Life | 1 | 225 | 3 | — | Dec. | 1,50 |
| 000 | Scottish Union | 1 | — | — | — | — | 700 |
| 000 | Standard of England | 50 | 5 | 5 | 5 | May | — |
| 000 | Sun | — | — | — | — | Dec. | — |
| 000 | Universal Life | 100 | 5 | 74 | 5 | July | — |
| 500 | Union | — | 20 | 103 | — | — | — |
| 000 | University Life | 100 | 5 | 5 | 3 | July | — |
| 000 | United Kingdom Life | 100 | — | 4 | — | — | — |
| 000 | Westminster Life | 1000 | 1000 | — | — | — | — |
| 000 | West of Scotland | — | 10 | — | — | — | — |

PRICES OF SHARES

| JOINT STOCK BANKS | | | | | | |
|-------------------|--------------------------|------------------------|--------------|--------|----------------|--------|
| No. of Shares. | NAME OF COMPANY. | Amount of Shares paid. | Amount paid. | Price. | Dividend paid. | Notes. |
| 25,000 | Agric. & Com. of Irel. | 25 | 10 | — | — | |
| 5,000 | Australasia | 40 | 40 | 64 | — | Jan |
| 1,600,000 | Bank of Scotland .. | — | 834 | 204 | — | Jan |
| 10,000 | Bank of Birmingham. | 50 | 10 | — | — | Jan |
| 10,000 | Birmingham Bank.. | 50 | 10 | 162 | 10 | Jan |
| 500,000 | British Linen Co. | 100 | 100 | — | — | Jan |
| 20,000 | British North Amer. | 50 | 25 | 274 | 19 | Jan |
| 1,000,000 | Commercial | 100 | 100 | 183 | — | Jan |
| 20,000 | Colonial | 100 | 25 | 28 | — | Jan |
| 3,000 | Equitable Loan Co. | — | 9 | 10 | — | Jan |
| 10,000 | Foreign Banking Co. | — | 3 | 9 | — | Jan |
| 2,000,000 | Glasgow Union | 50 | 50 | 65 | — | Jan |
| 10,000 | Gloucestershire | 50 | 10 | — | — | Jan |
| 6,000 | Hampshire | 50 | 5 | — | — | Jan |
| 10,000 | Hibernian | 100 | 25 | — | — | Jan |
| 3,000 | Devon & Cor. Bg. Co. | — | 20 | 36 | — | Jan |
| 30,000 | London & Westmins. | 100 | 30 | 232 | 5 | Mar |
| 3,000 | Lancaster | 100 | 20 | — | — | Mar |
| 25,000 | Liverpool | 100 | 12 | 25 | — | Mar |
| 60,000 | London Joint Stock Co. | 50 | 12 | 124 | 5 | Jul |
| 50,000 | Manch. & Liver. Dis. | 100 | 15 | 19 | 74 | Jul |
| 20,000 | Manchester | 100 | 25 | 27 | 7 | Aug |
| 25,000 | Monm. & Glamorg. | 20 | 10 | 15 | 13 | Aug |
| 20,000 | North & South Wales | 10 | 10 | 91 | 6 | Aug |
| 20,000 | National Scotland .. | 10 | 10 | 13 | 5 | Aug |
| 100,000 | Natl. Bk. of Ireland | 50 | 33 | 164 | 5 | Aug |
| 10,000 | Nat. Provincial Eng. | 100 | 35 | 344 | 5 | Jan |
| 80,000 | Nor. & Cent. B. of Engl. | 10 | 10 | — | — | Jan |
| 10,000 | North Wiltis. | 25 | 5 | 9 | 7 | Jan |
| 10,000 | Prov. Bk. of Ireland | 100 | 25 | 42 | 8 | Jan |
| 4,000 | Ditto New | 10 | 10 | 17 | 8 | July |
| 1,000,000 | Royal of Scotland.. | — | 109 | — | — | Jan |
| 7,000 | South African | — | 5 | — | — | Jan |
| 20,000 | 5. of Ireland, Cork.. | 25 | 5 | — | — | Jan |
| 1,000,000 | Western of Scotland | — | 30 | — | — | Jan |
| 20,000 | W. of Eng. & S.W. Dis. | 20 | 124 | 124 | — | Jan |
| 20,000 | Wiltis and Dorset .. | 15 | 74 | 74 | — | Jan |

GAS LIGHT AND COKE COMPANY

| | | | | | |
|-----------------------------|---------|--------|--------|--------|---------|
| 2500 Alliance | 10 | 5 | .. | .. | .. |
| 2,500 Bath | 20 | 16 | .. | .. | .. |
| 600 Bradford | 25 | 25 | .. | .. | 10 Sept |
| 5,000 British | 40 | 16 | 214 | .. | 10 .. |
| 5,000 Do. Provincial | 20 | 19 | 22 1/2 | .. | .. |
| 928 Birmingham | 50 | 50 | 98 | 54 | Sept |
| 2,400 Birm. & Staffordshire | 50 | 50 | 76 | 4 | .. |
| 4,250 Brentford | 50 | .. | 30 | 4 | April |
| 5,500 Bristol | 20 | 20 | 36 | 2 | Feb. |
| 500 Brighton | 20 | 20 | 11 1/2 | 24 | .. |
| 750 Do. New | 20 | 18 | 9 | 24 | .. |
| 471 Brighton, General | 20 | 29 | 17 | 4 | Nov. |
| 383 Carlisle | 25 | .. | .. | .. | .. |
| 100 Continental Consolidat. | 75 | 62 1/2 | 87 1/2 | 4 | Nov. |
| 240 Canterbury | 50 | 50 | 59 | 6 | Jan. |
| 300 Chelmsford | 50 | 50 | 42 | 4 | Oct. |
| 300 Cheltenham | 50 | 50 | 75 | 8 | Dec. |
| 500 City of London | 100 | 100 | 105 | 8 | Sept |
| 800 Do. New | 100 | 60 | 114 | 6 | .. |
| 800 Coventry | 25 | 25 | 25 | .. | .. |
| 200 Derby | 50 | 50 | .. | .. | .. |
| 180 Dover | 50 | 50 | .. | .. | .. |
| 600 Dudley | 20 | 20 | 18 1/2 | 5 | .. |
| 5,500 Edinburgh Coal Gas | 25 | 25 | .. | .. | .. |
| Edinburgh and Alloa | .. | 14 | .. | .. | .. |
| 240 Exeter | 50 | 50 | .. | .. | .. |
| 500 Equitable | 50 | 50 | 304 | 48 | April |
| 500 European | 20 | 13 | .. | .. | Aug. |
| 450 Glasgow | 25 | .. | .. | .. | .. |
| 5,000 Greenwich Railw. Gas | .. | 1 | .. | .. | .. |
| 500 Imperial | 50 | 50 | 50 | 22 | .. |
| 500 Do. Bonds | 100 | 100 | .. | 4 | .. |
| 200 Ipswich | .. | 10 | .. | .. | .. |
| 800 Isle of Thanet | 25 | 20 | 20 | 5 | Oct. |
| 350 Independent | 30 | 50 | 48 | 6 | Aug. |
| 240 Leicester | 50 | 50 | .. | .. | .. |
| 750 Leith Coal Gas | 20 | 20 | .. | .. | .. |
| 500 Liverpool | 242 1/2 | 242 | 310 | 22 | .. |
| Do. N. Gas and Coke | 100 | 100 | .. | .. | .. |
| Do. (New Do.) | .. | 60 | .. | .. | .. |
| 200 Maidstone | 50 | 50 | 100 | 9 | Feb. |
| 5000 Phoenix | 50 | 39 | 28 | 3 | June |
| 879 Portsea | 50 | .. | .. | .. | .. |
| 394 Poplar | 50 | 50 | .. | .. | .. |
| 500 Ratcliff | 100 | 80 | 58 | 4 | Sept. |
| 480 Rochdale | .. | 15 | .. | .. | .. |
| 500 South Metropolitan | 50 | 19 | .. | 24 | Aug. |
| 500 Sheffield | .. | 16 1/2 | .. | .. | .. |
| 500 Shrewsbury | .. | 16 | .. | .. | .. |
| 120 Swansea | 50 | 50 | .. | .. | .. |
| 200 United General | 50 | 46 | 29 1/2 | 5 | June |
| 240 Warwick | 50 | 50 | 50 | 5 | June |
| 400 Wakefield | 25 | 25 | 22 1/2 | 11 | Jan. |
| 750 Warrington | 20 | 20 | .. | .. | Oct. |
| 500 Westn Inster Chartered | 50 | 50 | 53 1/2 | 6 | Dec. |
| 000 Ditto New | 50 | 10 | 9 1/2 | 12 1/2 | Dec. |
| 200 Worthing | 50 | 50 | .. | 8 | Aug. |
| 500 Yarmouth | .. | .. | .. | .. | .. |

DOCKS

| | | | | | |
|------------------------------------|-----|-----|-----|----|------|
| 1,005 Commercial | 100 | 100 | 56 | 3 | Jul |
| 9,067 East India | 100 | 100 | 110 | 6 | Sept |
| 1,638 Ditto Additional | 100 | 100 | 74 | 1 | Nov |
| 1,638 East Country | 100 | 100 | 74 | 1 | Nov |
| 1,105 London | 100 | 100 | 60 | 23 | Dec |
| Ditto Bonds | 100 | 100 | 101 | 1 | Dec |
| 2,000 West India | 100 | 100 | 106 | 3 | Dec |
| 1,209 Bristol | 147 | 147 | 80 | 21 | Dec |
| 3,324 Ditto Notes | 100 | 100 | 113 | 5 | Nov |
| 570 Folkestone Harbour | 50 | 50 | 50 | 1 | Nov |
| 1,000 Ditto Bonds | 100 | 100 | 107 | 5 | Nov |
| 1,000 Grand Coll. Docks | 50 | 50 | 100 | 1 | Nov |
| 2,752 St. Katharine | 100 | 100 | 107 | 5 | Nov |
| 1,000 Ditto Bonds | 100 | 100 | 105 | 4 | Oct |
| 1,000 Do. Bonds for 10 years | 100 | 100 | 100 | 4 | Oct |
| 1,500 Deptford Pier | 20 | 3 | 11 | 1 | Oct |
| 1,000 Herne Bay Pier | 100 | 100 | 100 | 1 | Oct |

BRIDGES.

| | | | | | | |
|----|--------------------------|-----|-----|-----|-------|-----|
| 90 | Hammersmith..... | 50 | 50 | 22½ | 10s | Jan |
| 91 | Southwark w. new sub. | 65½ | 65½ | 2 | .. | Dec |
| | Do. New of 7½ per cent. | 50 | 50 | 14 | 12 | Dec |
| | Vauxhall..... | 70½ | 70½ | 23 | 17s | Dec |
| | Waterloo..... | 100 | 100 | 3 | 4 | Jan |
| | Do. old Annuities of 8f. | 60 | 60 | 12 | 18s 6 | Feb |
| | Do. new do. of 7f. | 40 | 40 | 17½ | 16s 4 | Feb |
| | Ditto Bonds..... | .. | .. | 118 | 5 | Feb |

WATER WORKS.

| | | | | | |
|--------------------------|-----|-----|-----|-----|-----|
| Birmingham | 25 | 25 | 21 | 9s | — |
| Colchester | 100 | 100 | — | — | — |
| East London | 100 | 100 | 160 | 6 | Jan |
| Glasgow | 50 | 50 | — | — | — |
| Grand Junction | 46½ | 46½ | 50½ | 2½ | Jan |
| Edinburgh Joint Stock | 25 | 25 | — | — | — |
| Kent | 100 | 100 | 43 | 2 | Jan |
| Liverpool Bottle | 220 | 220 | 326 | 10 | Jan |
| New River London Bridge | — | — | — | — | — |
| Water Annuities | — | — | 60 | 2½ | Oct |
| Manchester & Salford | 100 | 30 | 54 | 2 | Mar |
| Portsea Island | 50 | 50 | — | — | — |
| Portsmouth & Faringdon | 50 | 50 | — | — | — |
| 000 Ramsgate | 10 | 8 | 10 | — | — |
| Vauxhall, late So. Lond. | 100 | 100 | 87 | 4½ | Oct |
| West Middlesex | 63½ | 63½ | 95 | 4½ | Dec |
| York Building Co. L. P. | 100 | 100 | 35 | 17½ | Oct |

ROADS.

| | | | | | |
|-------------------------|-----|-------|-----|-----|--|
| Archway, and Kent In. | 30 | 30 | | | |
| Barking..... | 100 | 100 | 224 | 1 3 | |
| Commercial..... | 100 | 100 | 75 | 3 | |
| Do. East India Dock Br. | 100 | 100 | 3 | 3 | |
| Great Dover Str..... | | 70 | | 1 3 | |
| Higate Archway..... | | 304 8 | 2 | | |
| New North Rd. Stock | 100 | 100 | | | |

| LITERARY INSTITUTIONS. | | | | | |
|--------------------------|-----|-----|-----|--|--|
| Adelaide Gal. of science | 50 | | | | |
| London, w. Bronze Tick. | 75 | 75 | 19 | | |
| London University | 100 | 100 | | | |
| Russell | 25 | 25 | 7 8 | | |
| King's College | 100 | 100 | 24 | | |

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